

Highgate *Transportation*

New Henry Street, Bristol

Transport Statement
(HTp/22151/TS/01/A)

November 2023

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1.0 Introduction

1.1 HTP have been appointed to prepare this Transport Statement in support of a full planning application to BCC for the regeneration of the existing site between Kingsland Road, Sussex Street, and Alfred Street in St Philips, to provide:

- i. 705 purpose-built student accommodation bed spaces
- ii. Maker Space (Class E(g)(iii)) – 1017sqm (Gross Internal Area, GIA)
- iii. Flexible Industrial Use (Class E(g)(iii) / B8 / Sui Generis) – 114sqm (GIA)
- iv. Flexible Commercial Space (Class E(b-g)) – 146sqm (GIA)
- v. Flexible Supermarket / Maker Space (Class E(a) / Class E(g)(iii)) – 468sqm (GIA)
- vi. A dedicated flexible community space (Ancillary Sui Generis) – 175sqm (GIA)

1.2 The planning application is supported by the following documents, also prepared by HTP:

- i. Student Accommodation Travel Plan (reference HTP/22151/SATP/01/A)
- ii. Premises Management Plan (reference HTP/22151/PMP/01/A)
- iii. Delivery and Service Vehicle Management Plan (reference HTP/22151/DSMP/01/A)

1.3 The application site is in the St Philips area of Bristol, adjacent to Old Market, on the edge of the city centre, and is bounded to the north-west by a traffic-free walking and cycling route which links into the north-eastern end of Sustrans National Cycle Network Route Number 3 (NCN3); to the north-east by Alfred Street; to the south-east by Sussex Street; and to the south-west by Kingsland Road. **Figure 1.1** provides a location plan.

Figure 1.1 – Location plan



- 1.4 The application site is currently occupied by two warehouses which are accessed directly from Sussex Street via three dropped kerb vehicle crossovers, and via two dropped kerb vehicle crossovers at the northern end of Alfred Street, which are to be permanently closed as part of the application proposals. The site is currently served by a number of off-street car parking spaces and informal parking areas. **Figure 1.2** shows the location of the application site and the immediate area surrounding.

Figure 1.2 – Application site and surrounding area



- 1.5 A BREEAM assessment has been carried out using the criteria provided within the BREEAM Technical Manual (2018) and this assessment supports that the development will be sustainable in transport terms. The BREEAM Assessment is referred to in this report and is covered in **Section 5.0**.
- 1.6 It should be noted that HTP carried out a detailed site visit on Wednesday 18th January 2023.

1.7 This Transport Statement considers the following:

- i. Confirms that the proposed site access arrangements are appropriate for all users;
- ii. Confirms that the site is sustainability located in transport terms;
- iii. Provides a multi-modal trip analysis associated with the student accommodation and the commercial/maker spaces;
- iv. Ensures that the proposed car parking provision is appropriate and can be easily and conveniently accessed;
- v. Ensures that measures are in place to prevent a student bringing their own car and parking it on-street;
- vi. Ensures that the proposed cycle provision is appropriate in terms of the number of cycles and type of provision;
- vii. Confirms the strategy for the storage and collection of refuse and recycling;
- viii. Considers the measures to be included in the Student Accommodation Travel Plan and how the plan will be managed;
- ix. Confirms the measures to be included in the Premises Management Plan, including drop off and pick up arrangements;
- x. Considers the measures to be included in the Delivery and Service Vehicle Management Plan which provides a strategy for delivery vehicles to cover the student accommodation, the community use space, flexible supermarket and commercial/maker space;
- xi. Considers if the existing yellow line Traffic Regulation Order restrictions in the immediate vicinity of the site need to be altered;
- xii. Traffic calming and pedestrian improvements; and
- xiii. A review of the previous five-years' accident data to confirm that there are no underlying road safety issues on the local highway network.

1.8 A number of meetings have taken place between Dominus Bristol Limited and Design West regarding the evolution of the project design, including the proposed highway works.

1.9 This Transport Statement is structured as follows:

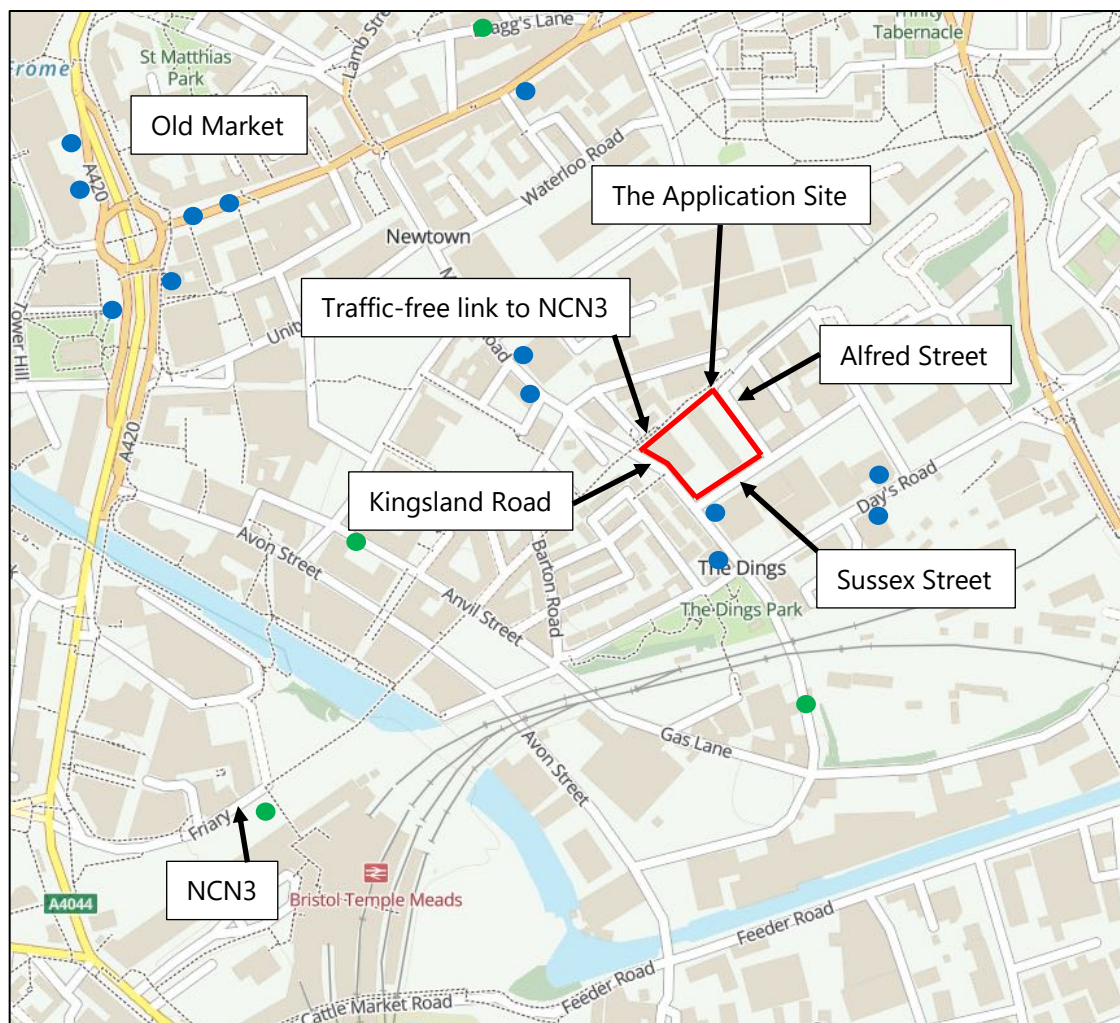
- i. **Section 2.0** of the report focuses on the existing situation, including the local highway network, a review of accidents, highway ownership records, and summarises the existing public transport network, including car club and cycle provision
- ii. **Section 3.0** provides a summary of the application proposals, including a breakdown of the various proposed elements of the development, the measures to be included in the Student Accommodation Travel Plan, outlines the principles of the Premises Management Plan, as well as the principles of the Delivery and Service Vehicle Management Plan
- iii. **Section 4.0** provides a summary of the trip attraction and generation of the proposed land uses
- iv. The BREEAM assessment is detailed in **Section 5.0**
- v. **Section 6.0** provides a review of local and national policy

- vi. **Section 7.0** provides a summary of the findings of this report and sets out the conclusions to be drawn from this information
- 1.10 This Transport Statement will conclude that the application proposals will not have an adverse impact on either the capacity or safety of the local highway network and is therefore acceptable in highway terms.

2.0 The Existing Situation

2.1 The application site is located immediately adjacent to the city centre in an area that is a mixture of industrial, commercial, and residential uses, and is directly adjacent to BCC's Easton and St Philips (ES) Residents' Parking Scheme (RPS). The site location and the surrounding area are shown in **Figure 2.1**, with the nearest bus stops shown in blue and the nearest car club spaces indicated in green.

Figure 2.1 – The site location and the surrounding area



2.2 The site currently comprises warehouses which are operated by Bristol Scrap Metal and the Calor Centre which will be demolished as part of the application proposals. The site is currently served by a number of off-street car parking spaces and informal parking areas.

2.3 The following paragraphs provide a summary of the existing highway conditions in the vicinity of the application site.

Kingsland Road

- 2.4 Kingsland Road starts at the southern end of Kingsland Road Bridge, a structure that spans what was the former Bristol to Bath railway line and which provides a traffic-free pedestrian and cycle route that links into the north-eastern end of Sustrans National Cycle Network Route Number 3 (NCN3), and typically runs west to east. At this point Kingsland Road is circa 7.7 metres wide with a footway on both sides, which are around 2.2 to 2.4 metres wide.
- 2.5 From a point around 10 metres north of the northern boundary wall of number 55 Kingsland Road, a 2.0 metre wide on-street car parking bay, defined by white carriageway markings, is provided on the west side of the carriageway and extends for a distance of around 86.5 metres southwards.
- 2.6 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 for the dedicated use of blue badge holders extends for the entire frontage of number 75 Kingsland Road.
- 2.7 The parking cage reduces the width of the carriageway to circa 7.5 metres in width. A footway is provided to both sides of Kingsland Road at this location, which are 2.2 and 2.5 metres wide.
- 2.8 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 circa 5.0 metres when occupied by a bus.
- 2.9 With the exception of the on-street car parking cage and the on carriageway bus stop, waiting on both sides of Kingsland Road is prohibited by an existing No Waiting at any Time restriction (double yellow lines)
- 2.10 Kingsland Road is lit by a system of street lighting and is subject to a speed limit of 20mph and is shown by **Photograph 1** and **Photograph 2**.

Photograph 1 – Kingsland Road (view north from Sussex Street)



Photograph 2 – Kingsland Road (view north, south of Sussex Street)



Sussex Street

- 2.11 Sussex Street is orientated west to east between its priority junctions with Kingsland Road and Folly Lane, along the southern boundary of the site. The carriageway is a consistent width of around 7.5 metres, with a footway on the north side of around 1.2 to 1.4 metres wide. The footway on the southern side is around 1.9 metres wide.
- 2.12 A dropped kerb pedestrian crossing across Sussex Street is provided at its western end, directly adjacent to its priority junction with Kingsland Road.
- 2.13 Access to the site is taken directly from Sussex Street via three dropped kerb vehicle crossovers. Each of the existing accesses is gated:
- 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
- 2.14 Sussex Street is lit by a system of street lighting and is subject to a speed limit of 20mph. Waiting on the section of Sussex Street west of the central site access is prohibited by an existing No Waiting at any Time restriction (double yellow lines), otherwise on-street car parking is unrestricted. Sussex Street is shown by **Photograph 3**.

Photograph 3 – Sussex Street



Alfred Street

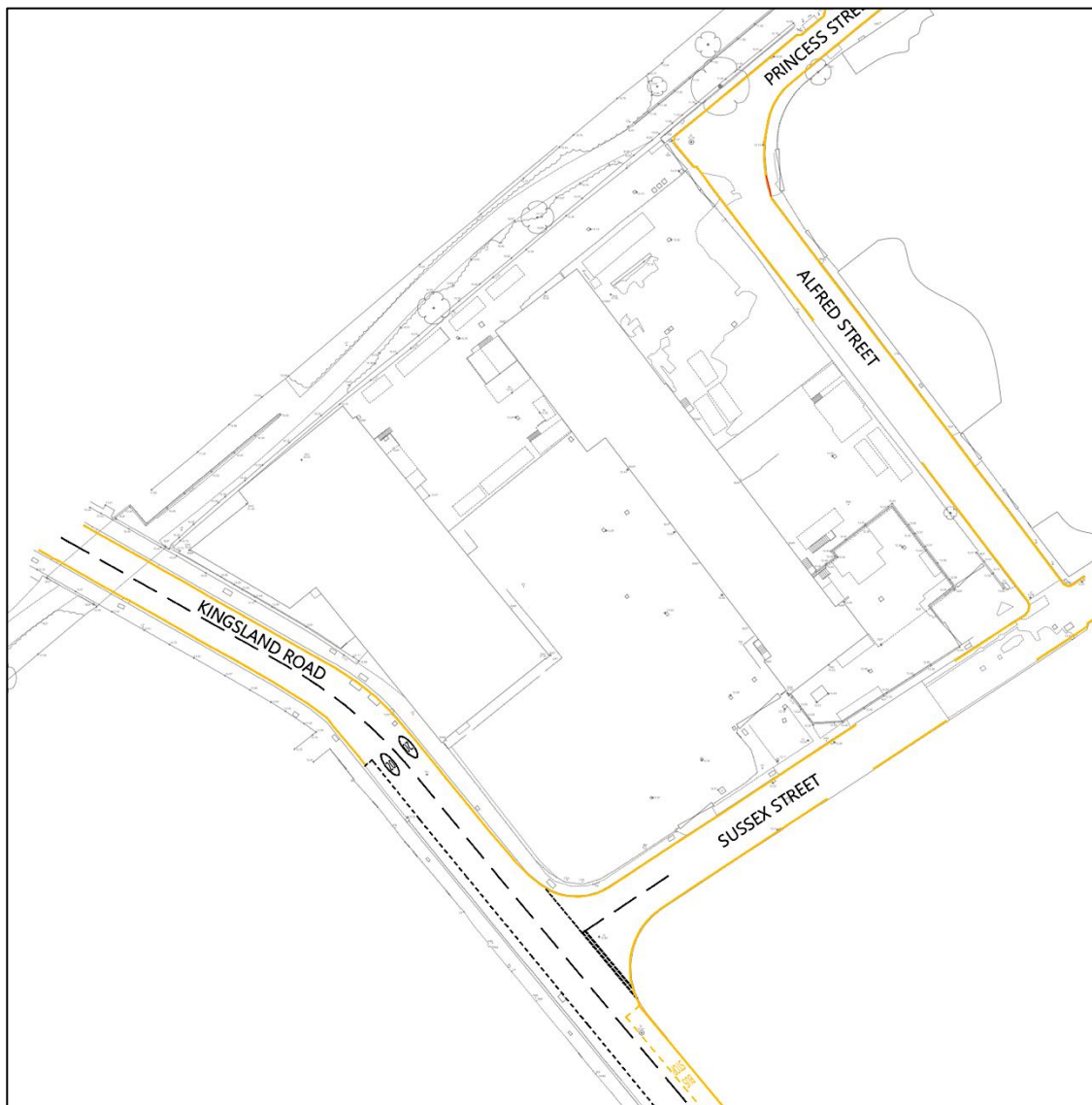
- 2.15 Alfred Street is orientated north to south and has a carriageway width of around 6.4 metres. A narrow footway of around 1.1 metres wide is provided on the eastern side, with a narrow verge (around 1.0 metres wide) on the western side. During a visit to the application site, it was noted that the verge was largely obstructed by overgrown vegetation.
- 2.16 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), with the exception of a circa 28 metre length centrally 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 – see **Photograph 4**. **Figure 2** illustrates the existing waiting restrictions.

Photograph 4 – Alfred Street



- 2.17 At its north-western end, two separate dropped kerb vehicle crossovers are provided on the west side of Alfred Street, which provide access to the application site. The northern access is around 5.4 metres wide and the southern access is around 7.4 metres wide.
- 2.18 Alfred Street is lit by a system of street lighting and is subject to a speed limit of 20mph.

Figure 2.2 – Existing waiting restrictions



2.19 It is clear that the existing waiting and loading restrictions are appropriate for the existing/extant use of the site. However, they will need to be reviewed to ensure that they do not conflict with the proposed car parking, loading only bays and drop-off bay.

Parking Surveys

2.20 Parking surveys of the on-street parking cage on the western side of Kingsland Road have been carried out in accordance with BCC guidance after 22:00 hours on the following mid-week dates to ascertain utilisation and spare capacity:

- i. Thursday 16th March 2023
- ii. Monday 27th March 2023

2.21 The results of the parking surveys are summarised in **Table 2.1**. It can be noted that during the survey on 27th March the parking cage in front of the non-residential units was barriered off for works (four spaces) – given that the rest of the parking was no oversubscribed, this has been recorded as four available spaces in the summary.

Table 2.1 – Summary of the parking surveys

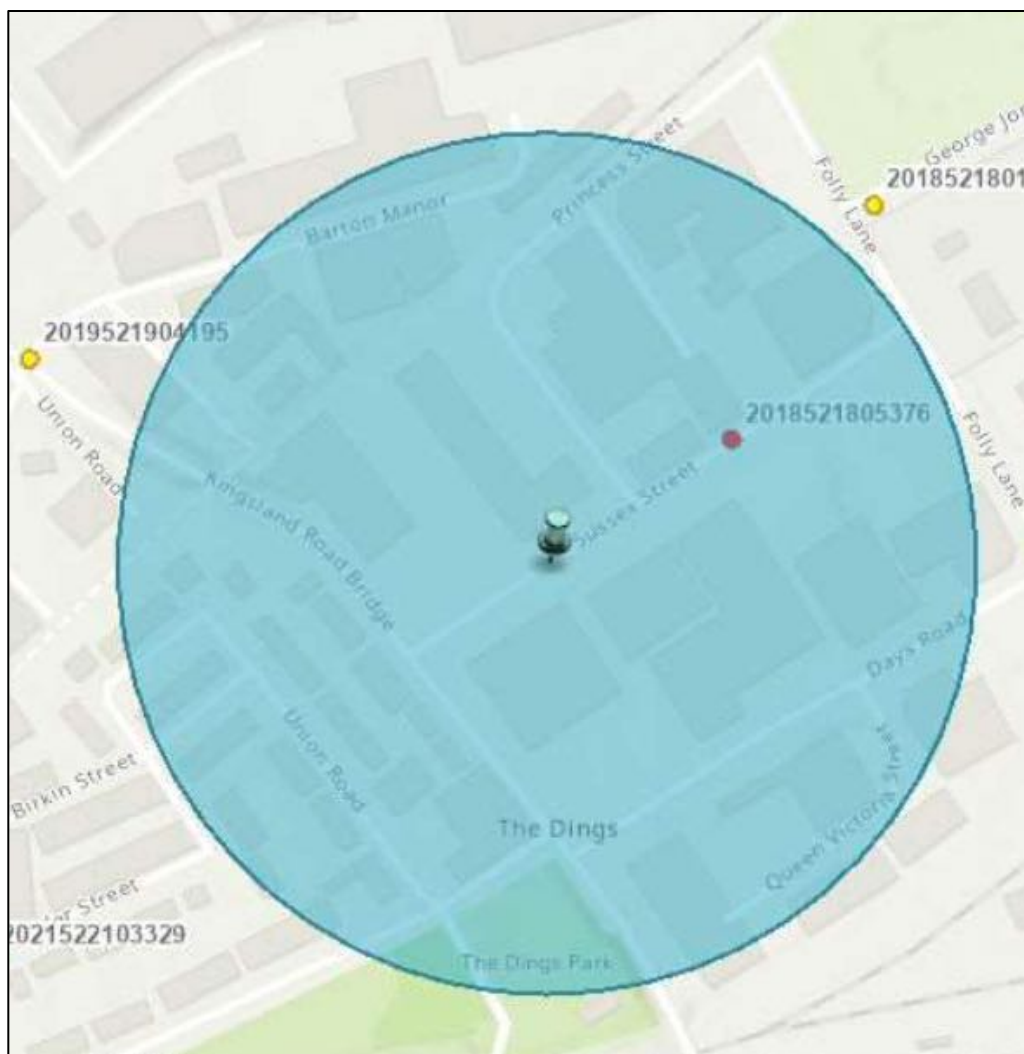
Date	Bay	Capacity	Utilisation	Spare Capacity
16/03/2023	Shared	16	9	7
	BBH	1	0	1
27/03/2023	Shared	16	10	6
	BBH	1	0	1

2.22 **Table 2.1** confirms that the parking cage has sufficient spare capacity to accommodate all recorded parking activities, with a minimum of seven spaces available (when including for the blue badge holder space).

Personal Injury Accident Data

2.23 Personal Injury Accident (PIA) data for the period January 2018 to December 2022, has been obtained from the CrashMap Pro database for a radius of 120 metres based upon the mid-point of the section of Sussex Street which provides access to the site and includes the local highway network surrounding the site. The output file is provided as **Appendix 1** and an extract of the PIA plot is provided as **Figure 2.3**.

Figure 2.3 – Personal Injury Accident plot



2.24 The PIA plot confirms that there has only been one accident (classified as 'serious') recorded on the local highway network in the vicinity of the application site in the most recently available five-years. No fatal accidents have been recorded.

2.25 A summary of the PIA data is provided by **Table 2.2**.

Table 2.2 – Summary of PIA data

Year	Collision Severity			Casualty Severity		
	Slight	Serious	Fatal	Slight	Serious	Fatal
2018	0	1	0	0	1	0
2019	0	0	0	0	0	0
2020	0	0	0	0	0	0
2021	0	0	0	0	0	0
2022	0	0	0	0	0	0
Total	0	1	0	0	1	0

2.26 **Table 2.2** confirms that the recorded PIA resulted in 'serious' injury to one casualty.

2.27 A summary of the recorded PIA is provided below:

- i. Accident reference 2018521805376 (serious) occurred on Sussex Street, north-east of its priority junction with Alfred Street, at 14:15 hours of 2nd August 2018. The accident involved a car travelling north-eastbound waiting to proceed which was held up and a goods vehicle travelling normally along the carriageway in a south-westerly direction colliding, causing serious injury to a passenger in the car

2.28 Based upon the PIA analysis, it is concluded that there are no existing road safety issues on the local highway network that would be exacerbated by the application proposals.

Highway Boundary

2.29 An extract of the highway boundary and Public Right of Way plan forms **Figure 2.4**.

2.30 From this plan, it can be seen that Kingsland Road, Sussex Street, and Alfred Street carriageways, together with their associated footways are adopted public highway. The verge along Alfred Street is also public highway.

Figure 2.4 – Extract of the highway boundary and Public Right of Way plan



2.31 The plan confirms that the walking and cycling route to the north of the site is not adopted highway and that there are no Public Rights of Way through or around the site. The highway boundary and Public Right of Way plan is provided as **Appendix 2**.

Local Services and Facilities

2.32 The application site is located within the St Philips area of Bristol, adjacent to Old Market, on the edge of the city centre, and **Table 2.3** provides a summary of the existing accessible amenities within 500 metres of the site.

Table 2.3 – Local services and facilities within 500 metres of the site

Service/Facility	Walk Distance (from the site)
Traffic-Free Walking and Cycling Route	20 metres
Kingsland Road Bus Stops	55 and 110 metres
Post Box	90 metres
Dings Park Open Space and Fitness	200 metres
Kingsland Road Toucan Crossing (NCN4)	300 metres
Barley Mow Public House	300 metres
Bristol Cycle Shack	350 metres
Asia Express Takeaway	450 metres
Pearson's Takeaway	460 metres
Hannah More Primary School	480 metres
ATM	500 metres

2.33 All of the amenities summarised above can be accessed via the existing pedestrian network which comprises wide footways together with uncontrolled and controlled dropped kerb pedestrian crossing points with tactile paving.

Railway Details

2.34 The nearest railway station is Bristol Temple Meads, circa 800 metres south-west of the site, which is a mainline railway station operated by Network Rail from which Great Western Railway and Cross Country provides services to local, regional, and national destinations.

2.35 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

2.36 As shown in **Figure 2.1**, there are a number of bus stops in the vicinity of the application site which serves a range of bus routes that provide connections within and around Bristol. These include Kingswood, Staple Hill, Southmead, St Annes Park, Bitton, Cadbury Heath, Frenchay, and Emersons Green. All of these routes run from the early hours of the morning to late evening and represent a very good level of service.

2.37 The nearest bus stops to the site are located on Kingsland Road, with the south-eastbound stop circa 55 metres south-west of the site and the north-westbound stop circa 110 metres south-west of the site.

2.38 Both stops are on-street and defined by yellow bus cage and bus stop clearway carriageway markings. Both stops comprise a pole, flag, and timetable information. Recently, the services to these stops ceased.

2.39 However, it should be noted that 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.

2.40 Both stops are served by the following service numbers: 6; 7; 24 citylines; 36; 42 citylines east; 43 citylines east; 44 citylines east; 45 citylines east; 48; 48A; and 49, and details of the routes and frequency of buses is summarised by **Table 2.4**.

Table 2.4 – 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

2.41 It is concluded that the site is well served by existing public transport stops and services which provide connections within and around Bristol.

Car Club

2.42 Bristol has a car club scheme which offers 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.

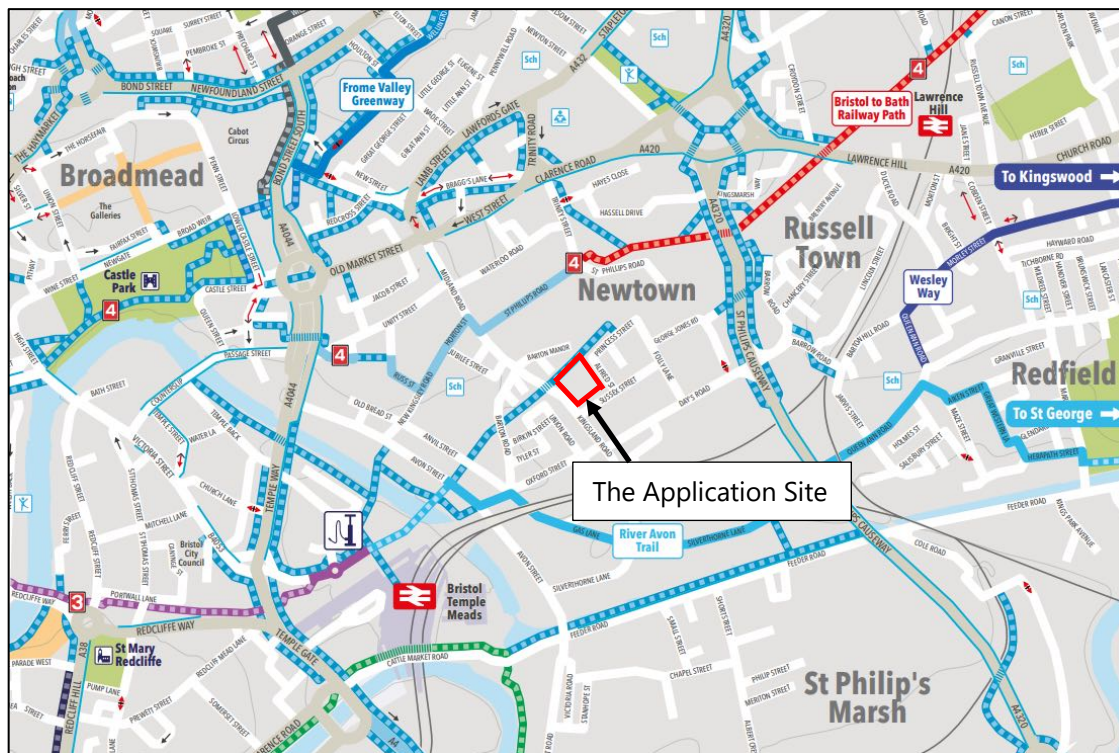
2.43 The three current providers are Co-Wheels, Enterprise, Hiyacar, and Zipcars, more details of each company can be found on their respective websites.

2.44 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 2.1**.

Cycle Provision

2.45 An extract of BCC’s central area cycle network map is provided as **Figure 2.4**.

Figure 2.4 – Extract of BCC’s central area cycle network map



2.46 From this plan it can be seen that the application site is located in close proximity to a number of traffic free cycle routes, as well as the following signed cycleways:

- i. The River Avon Trail;
- ii. The Frome Valley Greenway; and
- iii. Whitchurch Way (*shown in green*).

2.47 The application site is also a short walk and/or cycle from Sustrans NCN4 Bristol to Bath Railway Path which provides a traffic free route to a number of university campuses as well as access to Bristol city centre.

2.48 The closest route is NCN4, the Bristol and Bath Railway Path, which is around 850 metres south and south-east of the application site. NCN4 is a long-distance route between London and Fishguard via Reading, Bath, Bristol, and Newport which provides direct access to the city centre.

Summary

- 2.49 It is therefore considered that the application site is highly accessible by walking and cycling, and is located within 650 metres of the major bus interchange at Old Market.
- 2.50 Bristol Temple Meads mainline railway station is around 800 metres south-west of the site, which provides a half-hourly service to London Paddington and Birmingham, as well as frequent services to other local, regional, and national destinations.
- 2.51 There are four existing car club bays, and car club vehicles, located within 750 metres of the site.
- 2.52 It is therefore concluded that the application site is within a highly sustainable location in transport terms.

3.0 The Application Proposals

- 3.1 New Henry Street will be 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 cycle path.
- 3.2 A commercial element is being provided on site with generous floor area allocated for maker spaces, small businesses and space for a small supermarket. A dedicated flexible community space is provided as an asset for local residents and community groups to book out for events, classes and celebrations, which will be owned and managed by Dominus Bristol Limited. 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.
- 3.3 The student accommodation will be car free and supported by 354 internal secure, lit and covered cycle parking spaces for students together with 36 secure cycle parking spaces across the wider site for visitors and users of the commercial/maker spaces, small supermarket and community space (10 of which will also be covered for student staff and visitors).
- 3.4 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, resulting 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.
- 3.5 The Architect's proposed site layout plan is provided as **Figure 3.1** and the first floor plan is provided as **Figure 3.2**.
- 3.6 From these plans, it can be seen that the application proposals include the construction of a new stepped pedestrian and cycle link (with runnels) between Sussex Street and the traffic-free walking and cycling route, which bounds the north-west side of the site, from the newly created New Henry Street.

Figure 3.1 – Architect’s proposed site layout plan



Figure 3.1 – Architect’s proposed first floor plan



Off-Site Highway Works

- 3.7 The application proposals will deliver a package of off-site highway works including the provision of new footway links together with widening the existing footway around the site. The works also include reducing the width of Kingsland Road, past the site frontage, to reduce vehicle speeds, widen the footway, reduce the crossing distance for pedestrians and provide a loading only bay.
- 3.8 A combination of engineering works and surface treatment is proposed at:
- i. Sussex Street junction with Kingsland Road Bridge to provide a real sense of place and entrance to the scheme, as well as assist in enforcing the 20mph speed limit on the local roads
 - ii. Alfred Street interface with Princess Street to provide a 2.0 metre wide footway link between the ramped access to the walking and cycling path and the site, to ensure reduced vehicle speeds and driver awareness of other road users

- 3.9 Two build-outs are proposed for Kingsland Road, both of which include a dropped kerb pedestrian crossing point with tactile paving and coloured surfacing to improve crossing opportunities for pedestrians where none currently exists – these provide a link to and from the site and bus stops as well as The Dings residential area.
- 3.10 The off-site highway works are shown on plan reference HTp/22151/02/D, which is provided as **Appendix 3**.

Cycle Parking

- 3.11 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
- 3.12 This is a requirement for 235 cycle parking spaces.
- 3.13 The developer is aiming to achieve a BREEAM 'excellent' rating and is 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:
- i. one space per two residents
 - ii. one space per 10 members of staff
- 3.14 The application proposals therefore require up to 354 secure and undercover cycle parking spaces for the student accommodation to be BREEAM compliant.
- 3.15 The proposed student accommodation will be provided with 354 secure, lit and fully enclosed cycle parking spaces for students (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). A further 10 secure and lit cycle parking spaces will be provided undercover in front of the reception area for staff and visitors.
- 3.16 The student cycle parking area will also include a cycle maintenance and cleaning area together with lockers and a changing area.
- 3.17 This provision therefore accords with the requirements of BREEAM and exceeds the minimum number required by BCCs adopted cycle parking standards.
- 3.18 BCC cycle parking requirements for the other land uses require around 18 secure cycle parking spaces to be provided.
- 3.19 A further 26 secure cycle parking spaces are proposed around the site for visitors and employees for all land uses. These can be apportioned approximately as follows:
- i. Maker space/industrial – 10 spaces
 - ii. Commercial space – 2 spaces

- iii. Flexible supermarket/maker space – 8 spaces
- iv. Community space – 6 spaces

3.20 The application proposals will also provide an area for e-scooter parking within the site.

Car Parking

3.21 The development is generally to be car-free, given the highly sustainable location and land uses proposed.

3.22 The application proposals include the provision of four car parking bays accessed from Alfred Street, which will be 6.0 metres long each and provided for blue badge holders.

3.23 It is proposed that these four car parking bays will be utilised as part of the student move in/move out strategy at the start and end of each academic year (see HTP Premises Management Plan reference 22151/PMP/01/A).

Access for People with Disabilities

3.24 Access along the newly created New Henry Street, to and from the reception, which is the entrance/exit from the student accommodation, will be generally level, i.e. non-stepped, with the existing ramped access to the footway/cycleway route along the north-west boundary of the site accessed via the proposed widened footway link connecting to and from the north-east of the site on Alfred Street/Princess Street.

Servicing

3.25 The application proposals include the provision of new loading only bays on Kingsland Road, Sussex Street and Alfred Street, which are proposed to be provided as continuations of the footway with no step-change between the bays and the footway behind to ensure that when the bays are not occupied, the full 4.2 plus metre width is available as a footway.

3.26 The primary purpose of the Kingsland Road and Alfred Street loading bays is for refuse and recycling collection by Bristol Waste to service the student accommodation, and the bays are therefore 14 metres long and located within 15 metres of the refuse and recycling stores.

3.27 The primary purpose of the Sussex Street loading bay is to serve the proposed small supermarket, at 12 metres long it will be limited to 10 metre long HGVs.

3.28 A Delivery and Servicing Vehicle Management Plan has been prepared (reference: HTP/22151/DSMP/01/A), that sets out the strategy for access by delivery and service vehicles and includes the strategy for the storage and collection of refuse and recycling.

3.29 A drop-off bay is proposed off Sussex Street at the southern end of New Henry Street, to facilitate taxi pick-up and drop-off as well as servicing and deliveries associated with the student accommodation.

3.30 Swept path analysis has been carried out for each of the proposed loading only bays and the drop-off bay, which is provided as **Appendix 4**.

- 3.31 Maintenance access will be provided along New Henry Street (3.6 metre wide corridor on the western side of the landscaping, with a 2.4 metre wide corridor on the east), to ensure that a 10 metre rigid HGV can access New Henry Street along its western edge, with operatives wearing personal protective equipment guiding its path, to reach the plant room on the north eastern corner of the central building. Swept path analysis contained at **Appendix 4** demonstrates that a 10 metre rigid HGV can enter New Henry Street, turn at the northern end and egress in a forward gear.
- 3.32 A maintenance parking bay is also proposed on site to the north of Alfred Street. removable bollards will be placed at the end of the bay to prevent unauthorised use. A banksman can be used if required to ensure access and egress from the maintenance bay is appropriate.

Amendments to the Existing Traffic Regulation Orders

- 3.33 The existing Traffic Regulation Order(s) covering the current waiting restrictions in force on the local highway network in the vicinity of the development site will need to be amended to allow the following:
- i. The loss of two existing car parking spaces from the shared permit holder only and pay and display on the west side of Kingsland Road
 - ii. The provision of the loading only bay on the east side of Kingsland Road
 - iii. The provision of a loading only bay on Sussex Street
 - iv. The implementation of the drop-off bay on the north side of Sussex Street
 - v. The provision of four car parking spaces on Alfred Street for blue badge holders
 - vi. The implementation of a loading only bay on the west side of Alfred Street
- 3.34 A plan of the proposed Traffic Regulation Order amendments is provided at **Appendix 5**.

Measures Included in the Student Accommodation Travel Plan

- 3.35 The application is supported by a Student Accommodation Travel Plan (SATP) (reference HTp/22151/SATP/01/A) to support the car-free proposals and encourage the use of sustainable modes of transport. The SATP includes the provision of a travel information pack, which sets out the following:
- i. Local pedestrian and cycle routes and the health benefits of walking and cycling
 - ii. The location of local bus stops, bus transport routes and frequency of service
 - iii. The accessibility of nearby services and facilities (including cycle shops)
 - iv. Details on how to purchase a student bus pass
 - v. Links to travel related and food store delivery websites and taxi firms
 - vi. Details of the Bristol run car clubs and how to obtain membership and access promotional material
- 3.36 The SATP is based on BCCs template, and it can be confirmed that BCC will undertake the role of Travel Plan Co-ordinator, as well as implementation, management and monitoring for the required five-year lifespan of the plan.

3.37 The SATP is expected to be secured via a Condition attached to any planning permission granted.

Principles of the Premises Management Plan

3.38 The main objective of the Premises Management Plan (PMP) is to manage the arrival and departure of students at the start and end of the academic term. Moving in days are expected to be during late September and move out days are anticipated to be spread over May and June as different courses finish at different times. The site management team will make arrangements so that other activities, such as refuse collection, are scheduled to avoid the move in/out dates.

3.39 The intention is to make use of the four car parking spaces and loading only bay along the Alfred Street frontage, and the drop-off bay on Sussex Street for move in/out operations.

3.40 The Moving In strategy is summarised as follows:

- i. Students will be allocated time slots of 20-minutes prior to moving in
- ii. Students will be directed to arrive at the car parking spaces or loading bay along the Alfred Street site frontage and/or the drop-off bay on Sussex Street at the beginning of their time slot, which will be for student use only over the specified weekends. Traffic marshals will be on hand to assist
- iii. Students will be directed to enter the building via the pedestrian accesses, then to the student accommodation reception area to register
- iv. The entrance will be clearly signed on moving in days and staff will be on hand to guide student arrivals. This will discourage congestion in the area
- v. Students will then return to their vehicle and take their luggage to the allocated storage area within social area/common room
- vi. After 20-minutes, students will be instructed to move their vehicle to nearby public car parks, such as Gardiner Haskins
- vii. Students will then return and move their belongings from the temporary storage area to their bedroom and settle in

3.41 Around three weeks before the end of tenancies, students will be asked for their leaving date so that the site management are able to control vehicles as necessary and they may apply the same strategy as above if there is a particularly busy weekend forecast.

3.42 These measures will ensure that the arrival or departure of residents will not adversely affect surrounding occupiers or impact on the local highway network.

3.43 The PMP is expected to be secured via a Condition attached to any planning permission granted.

Principles of the Delivery and Service Vehicle Management Plan

3.44 The main objective of the DSMP is to identify the strategy for access by delivery and service vehicles, including a strategy for the storage and collection of refuse and recycling.

3.45 These measures will ensure that the deliveries to, and servicing off, the application proposals will not adversely affect surrounding occupiers and the local highway network.

3.46 The DSMP is expected to be secured via a Condition attached to any planning permission granted.

Refuse and Recycling – Student Accommodation

3.47 It is intended that the student accommodation will be provided with four large refuse and recycling bin stores: two accessed from Kingsland Road; and two accessed from Alfred Street.

3.48 Bristol Waste have confirmed that the student accommodation (705 student beds) will require:

- i. 22 1,100 litre bins for plastic/can recycling
- ii. Nine 240 litre bins for glass recycling
- iii. Three 240 litre bins for paper recycling
- iv. 10 1,100 litre bins for card recycling
- v. 10 140 litre bins for food recycling
- vi. 25 1,100 litre bins for general refuse

3.49 It can be confirmed that an appropriate number of refuse and recycling bins will be provided commensurate with the proposed weekly collection service operated by Bristol Waste (once every two weeks for dry recyclables such as paper, glass, plastic and cans).

Refuse and Recycling – Other Land Uses

3.50 It is expected that the bulk of the commercial/maker spaces/industrial/small supermarket will generally store and manage their own waste and recycling within their back of house areas.

3.51 However, two commercial bin stores, one to Kingsland Road and one to Alfred Street, have been proposed of 26sqm and 50sqm respectively to assist with storage. It is noted that private collection could be arranged for twice weekly if required to support this arrangement.

3.52 It is considered that this refuse and recycling strategy is appropriate.

4.0 Trip Attraction

- 4.1 This section of the Transport Statement considers the likely number of multi-modal trips that will be attracted by the application proposals.
- 4.2 The TRICS database is recognised as the most appropriate method of providing an indication of the likely number of AM and PM peak hour weekday and daily person multi-modal trip movements forecast to be generated by a wide range of proposed land uses.
- 4.3 The database provides a trip rate calculated from surveyed movements each hour across the day at similar sites, including total person movements together with pedestrian trips and movements by cycle and public transport.
- 4.4 The database has been used to calculate a trip rate for the proposed purpose-built student accommodation, the small supermarket and the commercial/maker spaces, with a summary of the trip rates and the number of multi-modal forecast to be attached by these uses summarised by Technical Note TN/03 (reference HTp/22151/TN/03/A), which is provided as **Appendix 6**.
- 4.5 However, interrogation of the database has confirmed that there are no appropriate surveys of existing community use spaces elsewhere in the UK from which a trip rate could be derived. Therefore, the number of multi-modal trips attracted by the proposed community use space have been estimated from first principles, a summary of which is provided by **Table 4.1**.
- 4.6 The community use space has a proposed GIA of 175sqm. The community use space will include essential facilities such as a kitchen, toilets, a shower, and storage and it has been assumed that this will take up 50sqm, reducing the usable GIA to 125sqm.
- 4.7 The community use space is highly unlikely to host pre-school clubs and it is envisaged that events, such as adult education, coffee mornings etc., will be scheduled to start from 09:30 hours. For the purposes of this assessment, it has been assumed that the community use space will be staffed by a full-time manager and up to around five part-time members of staff.
- 4.8 It is considered that the manager will live locally and will either walk or cycle to the space during the AM peak hour to unlock the building and set-up the space the events scheduled for that day. It is anticipated that three part-time members of staff, who also live locally, will walk or cycle to the space during the AM peak hour to assist the manager.
- 4.9 Based on the assumed usable GIA of the space of 125sqm, it is considered that up to around 30 members of the local community would be a comfortable number. Typically, all 30 members of the public, and the remaining two part-time members of staff are assumed to arrive during the inter-peak with a maximum of 10% (three) arriving by motor vehicle, of which two are assumed to be blue badge holders. The remaining 29 members of the public and staff are assumed to arrive by a combination of walking (15), cycling (4) and public transport (10).

- 4.10 It is likely that activities held during the day will finish prior to the PM peak hour and that all 30 members of the public and two members of staff will leave before 17:00 hours. For the purposes of this assessment, it has been assumed that the manager and three member of staff leave during the PM peak hour.

Table 4.1 – Estimated number of multi-modal trips attracted by the community use space

	Trips Attracted (175sqm)				Daily
	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)		
	Arrival	Departure	Arrival	Departure	
Total Person	4	0	0	4	72
Pedestrian	2	0	0	2	34
Cyclist	2	0	0	2	12
Vehicles	0	0	0	0	6
Public Transport	0	0	0	0	20

- 4.11 Occasionally, there may be an evening event attended by up to 30 members of the public and by up to around four members of staff. It is anticipated that attendees and the members of staff will be part of the local community, all of whom will travel to and from the community use space by sustainable modes of transport outside of the PM peak hour.
- 4.12 **Table 4.2** provides a summary of the multi-modal trips forecast to be attracted in total by the application proposals, from TN/03 and the first principles approach.

Table 4.2 – Daily multi-modal trips associated with the application proposals

Mode of Transport	Trips
Total Person	5,894
Pedestrian	3,968
Cyclist	59
Vehicles	448
Public Transport	1,348

- 4.13 From **Table 4.12** it can be seen that nearly all of the daily trips forecast (91%) are expected to be by sustainable travel modes.
- 4.14 In November 2018, the city councillors and the Mayor declared a climate emergency, setting a target for the Council to be carbon neutral in its own operations by 2025 and for all other emissions by 2030.
- 4.15 It can be noted that the site is located immediately adjacent to BCC's Clean Air Zone which was implemented in November 2022 to ensure that Bristol meets the targets set by central Government for pollution.

- 4.16 Therefore, a combination of the reduced car parking provision and the highly sustainable location of the application site will mean that the actual number of vehicular trips will be significantly less than the number forecast. It is also anticipated that the number of cycle trips will be higher.

Summary

- 4.17 It is therefore concluded that the number of multi-modal trips forecast to be attracted by the application proposals will not have a detrimental effect on either the capacity or the safety of the local highway network and that the development is acceptable in highway terms.

5.0 BREEAM Assessment

- 5.1 To demonstrate that the proposed student development is sustainable, a BREEAM assessment has been carried out, and our Technical Note reference HTP/22151/TN/01/A is provided as **Appendix 7**.
- 5.2 HTP have been working with the project team to achieve the best outcome in transport terms, including the preparation of a BREEAM compliant:
- i. Transport Assessment and Travel Plan (Tra 01)
 - ii. A checklist regarding sustainable transport measures (Tra 02)
- 5.3 BREEAM credits are accumulated for achieving sustainable measures with the aim of ensuring that the maximum number of credits (out of a possible 10) for transport related matters are achieved. The BREEAM checklist for the student accommodation (Tra 02) is provided in HTP Technical Note reference HTP/22151/TN/02/A (see **Appendix 8**), which shows a score of 13 points that provides 10 credits for the site.
- 5.4 It should be noted that the proximity to existing bus stops and Temple Meads railway station, and the frequency of bus and train services, has achieved a BREEAM Accessibility Index of 15.45 for the student accommodation (see the BREEAM assessment contained at **Appendix 7**).

6.0 Compliance with National and Local Policy

6.1 This section of the report provides a summary of salient national and local policy and demonstrates how the application proposals achieve compliance.

National Policy

6.2 The primary objective of the National Planning Policy Framework (NPPF), last updated September 2023, is to promote sustainable development and guide local authorities to presume in favour of sustainable development.

6.3 Paragraph 105 of the NPPF states:

“The planning system should actively manage patterns of growth in support of these objectives (promoting sustainable transport). 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 can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

6.4 The existing opportunities for walking, cycling, and travel by public transport are considered to be excellent and these will be enhanced by the package of highway works to be delivered by the application proposals.

6.5 Paragraph 110 of NPPF states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) Safe and suitable access to the site can be achieved for all users;*
- c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

6.6 The application proposals accord with Paragraph 110 of NPPF, in that they promote sustainable transport modes, including a Student Accommodation Travel Plan; safe and suitable access to the site for all users can be achieved; the design of the on and off-site highway works has been prepared using local and national design guidance; and it has been demonstrated that they will not result in any significant impacts on the local highway network.

6.7 Paragraph 111 of NPPF states:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

6.8 It has been demonstrated that the application proposals will not have an unacceptable impact on highway safety, and that the residual cumulative impacts on the road network would not be severe, thereby satisfying the requirements of NPPF Paragraph 111.

Local Policy

6.9 The salient BCC policies can be summarised as:

- i. BCS10;
- ii. BCAP29;
- iii. DM23; and
- iv. DM32.

Bristol Central Area Plan – Policy BCS10

6.10 The aim of Policy BCS10 is that developments should be within locations that support opportunities for sustainable modes of travel such as walking, cycling and public transport and designed and located to ensure safe streets.

6.11 **Section 2.0** confirms that the application site is within a highly sustainable location in transport terms and is accessible by walking and cycling, located within 55 metres of the nearest bus stops and within 650 metres of the major bus interchange at Old Market

6.12 Bristol Temple Meads mainline railway station is around 800 metres south-west of the site, which provides a half-hourly service to London Paddington and Birmingham, as well as frequent services other local, regional, and national destinations.

6.13 There are four existing car club bays, and car club vehicles, located within 750 metres of the site.

6.14 It is therefore concluded that the application proposals are compliant with Policy BCS10.

Bristol Central Area Plan – Policy BCAP29

6.15 Policy BCAP29 seeks to ensure that long-stay parking in new developments is limited to the operational needs of the development. The student element of the development will be car free with car parking provision limited to four spaces accessed from Alfred Street, each of which will be for the dedicated use of blue badge holders.

6.16 Operational staff required to provide maintenance, security, and/or run the student accommodation will be required to travel by sustainable modes of transport or use the drop-off bay on Sussex Street before moving their vehicle to the car park at Gardiner Haskins.

6.17 Policy BCAP29 also requires that new developments should meet or exceed the minimum standards for secure cycle parking, as set out in the Council's parking

standards. The developer is aiming to achieve a BREEAM 'excellent' rating and proposed provision of 320 secure and undercover cycle parking spaces, together with 26 secure spaces around the site accords and exceeds the BREEAM requirements and the minimum number required by BCCs as set out in their adopted cycle parking standards.

6.18 The application proposals will also provide an area for Voi e-scooter parking within the site.

6.19 It is therefore concluded that the application proposals comply with Policy BCAP29.

Site Allocations and Development Management Policies Local Plan – Policies DM23 and DM32

6.20 The aim of Policy DM23 is that developments should not give rise to unacceptable traffic conditions and should provide appropriate access onto the highway network. The policy also requires the provision of adequate servicing facilities, and safe accessible parking in accordance with the parking standards schedule.

6.21 The planning application is supported by a DSMP prepared by HTP (reference 22151/DSMP/01), which sets out the strategy for access by delivery and service vehicles. The plan also confirms the strategy for the storage and collection of refuse and recycling for all the elements of the development.

6.22 These measures will ensure that deliveries to, and servicing of, the application proposals will not adversely affect surrounding occupiers and the local highway network.

6.23 **Section 4.0** confirms that the number of vehicular trips forecast to be generated by the application proposals is too low to have a detrimental effect on either the capacity of the safety of the local highway network.

6.24 Policy DM32 requires adequate refuse and recycling provision for new developments.

6.25 Refuse and recycling will be stored within student accommodation and commercial bin stores that are within 15 metres of the adopted public highway allowing operatives to undertake collection from the Kingsland Road and Alfred Street kerbsides.

6.26 It is therefore concluded that the application proposals are compliant with Policies DM23 and DM32.

7.0 Summary and Conclusion

- 7.1 HTP have been appointed to prepare this Transport Statement in support of a full planning application to BCC for the regeneration of the existing site between Kingsland Road, Sussex Street, and Alfred Street in St Philips, to provide:
- i. 705 purpose-built student accommodation bed spaces
 - ii. Maker Space (Class E(g)(iii)) – 1017sqm (Gross Internal Area, GIA)
 - iii. Flexible Industrial Use (Class E(g)(iii) / B8 / Sui Generis) – 114sqm (GIA)
 - iv. Flexible Commercial Space (Class E(b-g)) – 146sqm (GIA)
 - v. Flexible Supermarket / Maker Space (Class E(a) / Class E(g)(iii)) – 468sqm (GIA)
 - vi. A dedicated flexible community space (Ancillary Sui Generis) – 175sqm (GIA)
- 7.2 The planning application is supported by the following documents, also prepared by HTP:
- i. Student Accommodation Travel Plan
 - ii. Premises Management Plan
 - iii. Delivery and Service Vehicle Management Plan
- 7.3 A BREEAM assessment has been carried out and this shows that 10 transport related credits can be achieved and that the site has an Accessibility Index of 15.45.
- 7.4 It has been demonstrated that the site access arrangements for the student accommodation, community use space, small supermarket, and commercial/industrial/maker space are appropriate for all users.
- 7.5 The application site is highly accessible by walking and cycling and is located within 650 metres of the major bus interchange at Old Market. Bristol Temple Meads mainline railway station is around 800 metres south-west of the site, which provides a half-hourly service to London Paddington and Birmingham, as well a frequent services other local, regional, and national destinations. It is therefore concluded that the application site is within a highly sustainable location in transport terms.
- 7.6 **Section 4.0** provides a summary of the multi-modal trips forecast to be attracted by the application proposals and concludes that the number of trips forecast will not have a detrimental effect on either the capacity or the safety of the local highway network.
- 7.7 Appropriate measures to ensure that students do not bring their own car and park on the local highway network have been identified.
- 7.8 Secure, covered cycle parking will be provided for the student accommodation which accords and exceeds the BREEAM standards and BCC's minimum requirement. Additional secure cycle parking will be provided throughout the site for the community use space, small supermarket and commercial/maker spaces as well as visitors to the student accommodation is provided. The application proposals will also provide an area for e-scooter parking within the site.

- 7.9 The DSMP includes a strategy for the storage and collection of refuse and recycling for the student accommodation, community use space, small supermarket and the commercial/maker space.
- 7.10 The measures which form the basis of the SATP, PMP, and the DSMP have been identified.
- 7.11 The alterations required to the existing Traffic Regulation Orders as part of the highway works have been identified.
- 7.12 Traffic calming and pedestrian improvements proposed to be delivered by the developer have been identified.
- 7.13 Analysis of the Personal Injury Accident data for the period January 2018 to December 2022 confirms that there are no road safety issues on the local highway network.
- 7.14 It is concluded that the proposed student accommodation, community use building, food store, and the commercial floorspace use of the application site will not have a detrimental impact on either the capacity or the safety of the local highway network.
- 7.15 Therefore, it is finally concluded that the application proposals are acceptable in highway development terms.