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Barrington Close and Fairford Close, Kingswood, Bristol

Bromford and EG Carter & Co Ltd

Travel Plan

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Executive Summary

Rappor has been instructed by Bromford and EG Carter & Co Ltd to prepare a Travel Plan (TP) in support of a planning application concerning the redevelopment of land at Barrington Close and Fairford Close, Kingswood, Bristol.

This TP has the objective of encouraging lower car ownership among future residents of the site through the provision and maintenance of sustainable travel information. This will help fulfil the TP's other objectives of increasing the health of all site users, encouraging less reliance on the car and engaging residents in critical thinking regarding their travel choices.

The target of the TP will be based on a 10% reduction in car driver journeys with initial modal split targets based on 2011 Census data. The modal split targets will then be updated as necessary based on the travel survey results undertaken throughout the lifetime of the TP.

To achieve the TP objectives and targets a package of measures will be provided including a Travel Information Pack, cycling, walking and public transport in addition to car sharing and electric vehicle charging measures.

An Action Plan has been produced to inform South Gloucestershire Council (SGC) on this TP's initiatives.



1 Introduction

- 1.1 Rappor has been instructed by Bromford and EG Carter & Co Ltd to prepare a Travel Plan (TP) in support of a planning application concerning the redevelopment of land at Barrington Close and Fairford Close, Kingswood, Bristol.
- 1.2 Full planning permission is sought for the demolition of 72 existing residential dwellings to be replaced by the erection of 85 residential dwellings (net increase of 13 residential dwellings) with associated infrastructure and landscaping.
- 1.3 The proposed accommodation schedule is as follows:
 - a) 17 x one-bedroom flats;
 - b) 7 x two-bedroom flats/maisonettes;
 - c) 41 x two-bedroom houses;
 - d) 17 x three-bedroom houses; and
 - e) 3 x four-bedroom houses.
- 1.4 Pre-application correspondence was received from South Gloucestershire Council (SGC), who provided high level advice on the development proposals (Ref: 21027 Barrington Close & Fairford Close). As part of their response, SGC stated that a Travel Plan will be required as part of the planning application.
- 1.5 The Transport comments within the pre-application response are detailed within the accompanying Transport Statement (TS), submitted under separate cover, with the SGC pre-application correspondence attached at **Appendix A**.

Scope of Report

- 1.6 Therefore, this TP sets out the following:
 - a) Review of the accessibility of the site;
 - b) Objectives to achieve during the lifetime of the TP;
 - c) Management and measures to be implemented to ensure the TP is carried out successfully;
 - d) Targets in reduction of car use, it is suggested from Travel Plan guidance that a 6-10% reduction in single occupancy car use is achievable with the right measures in place, and this TP will target the upper limit of that range;
 - e) A detailed action plan, with measures on how to achieve the objectives and targets;
 - f) Funding of the TP; and
 - g) A method of monitoring and review, to be agreed with South Gloucestershire Council (SGC).

Site Location and Composition

- 1.7 The application site is located within the suburban town and unparished area of Kingswood, located on the eastern edge of the City of Bristol. It falls within the South Gloucestershire district and is approximately 2.85km north of the Longwell Green Retail Park, 3km south-west of Emersons Green, 6km north of Keynsham and 6.5km east of Bristol City Centre.
- 1.8 The site consists of a residential area covering both Barrington Close and Fairford Close. It is typically bound by residential dwellings in all directions whilst to the south the site is bound by the Barrington Green Play Area. Furthermore, an existing public footpath network wraps immediately around the eastern and southern sides of the application site.



- 1.9 The site location, its context and relationship with the immediate adjoining areas is demonstrated on the plan attached at **Appendix B**.

Travel Plans

- 1.10 Travel planning has the ability to create more sustainable developments, which will assist the development to comply with national and local planning policies.
- 1.11 TPs for residential sites detail the means by which sustainable travel to / from the site by residents and visitors is encouraged and promoted. This may be achieved through a reduction in the number of individual private vehicle trips and / or the encouragement of public transport, walking and cycling as travel alternatives. Success in this respect will help to mitigate the impact of additional traffic generated by the proposed development, reducing the carbon footprint, reducing transport related air pollution and encourage travel in a more sustainable way.
- 1.12 The main aim of the TP is to promote and provide alternative sustainable modes of transport and to ensure future residents are fully aware of the sustainable travel options available to them.

Structure of the Travel Plan

- 1.13 The structure of the remainder of the TP is as follows:
- a) **Section 2:** TP Context - sets the scene and details the policy context;
 - b) **Section 3:** Baseline Sustainability Audit - provides a site assessment in relation to sustainable transport modes;
 - c) **Section 4:** Objectives and Targets - provides detailed objectives and targets of this Travel Plan;
 - d) **Section 5:** TP Management and Measures - details the management structure in place to deliver the TP;
 - e) **Section 6:** Travel Plan Action Plan - detailed list of measures and initiatives that will be implemented to achieve the objectives and targets of this TP;
 - f) **Section 7:** Monitoring and Review - details the monitoring and review of the TP; and
 - g) **Section 8:** Funding - provides detail of the funding of the TP.



2 Travel Plan Context

- 2.1 A TP is a long-term management strategy built on a package of site-specific measures that seek to deliver sustainable transport objectives, with an emphasis on reducing reliance on single occupancy car journeys and facilitating travel by sustainable modes, which is articulated in a document that is regularly reviewed.
- 2.2 To be successful, it is crucial that the TP be a dynamic process that grows and develops with time. The TP will need to be flexible to allow for changes to be made in line with the performance of the plan, changing circumstances of the site and environment in which it works and to tailor it to the needs of the future residents and visitors of the site. The flexibility of the TP will ensure that the targets and measures at any one time reflect and respond to current travel patterns.

Benefits of a Travel Plan

- 2.3 TPs help to reduce the cost of travel for individuals and reduce the impact of travel on the local highway network as well as the environment. They also help to:
- a) Inform the design and operation of development;
 - b) Improve the health of all users on-site through promoting walking and cycling measures;
 - c) Create improvements for public transport, pedestrians and cyclists;
 - d) Reduce reliance on the car through facilitating and promoting sustainable transport initiatives;
 - e) Reduce the cost of travelling to and from the site through promotion of car sharing or alternative travel modes;
 - f) Reduce congestion by minimising car use - thereby reducing local noise pollution and harmful vehicle emissions such as CO₂; and
 - g) Save energy through reduced fossil fuel use.
- 2.4 In summary, TPs should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate to the scale of development.

Policy

- 2.5 In developing this TP, care has been taken to ensure that full regard has been given to best UK practice methods and these have been applied. A number of key policy documents (national and local) have been taken into account to help deliver the maximum possible uptake of sustainable transport modes.

National Policy

- 2.6 The National Planning Policy Framework (NPPF) (September 2023) sets out the Government's planning policies for England and how these are expected to be applied. At the heart of the NPPF is a presumption in favour of sustainable development.
- 2.7 Paragraph 112 under Section 9, which deals with 'Promoting sustainable transport', states:

"Applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment areas for bus



or other public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by services and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

2.8 Paragraph 113 of the NPPF states that *“All developments that will generate significant amounts of movement should be required to provide a travel plan”*.

2.9 The Government’s guidance on TPs is set out in the Government’s planning practice guidance to the NPPF which was launched as a web-based resource by the Department for Levelling Up, Housing and Communities (DLUHC) and Ministry of Housing, Communities and Local Government (MHCLG) on 6 March 2014. Guidance on TP falls within the category ‘Travel Plans, Transport Assessments and Statements’ (Reference ID: 42 Revision date: 06 03 2014).

2.10 Paragraph 002 (Reference: ID: 42-002-20140306) states that: *“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements”*.

2.11 Paragraph 006 (Reference: ID: 42-006-20140306) of the guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- encouraging sustainable travel;*
- lessening traffic generation and its detrimental impacts;*
- reducing carbon emissions and climate impacts;*
- creating accessible, connected, inclusive communities;*
- improving health outcomes and quality of life;*
- improving road safety; and*
- reducing the need for new development to increase existing road capacity or provide new roads.”*

2.12 Significant research has been undertaken by the Department for Transport (DfT) on the impacts of travel planning and smart choice measures on reducing the number of car trips made. This TP includes measures which have been proven to maximise returns in terms of car trip reductions.



Regional Policy

West of England Combined Authority Joint Local Transport Plan 4 2020 – 2036 (2020)

- 2.13 The Joint Local Transport Plan 4 (JLTP4) - led by the West of England Combined Authority, working with Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire Councils – looks at transport up to 2036.
- 2.14 The vision for the JLTP4 is to connect '*people and places for a vibrant, inclusive and carbon neutral West of England*'. There are five overarching objectives to achieve this vision:
- a) '*Take action against climate change and address poor air quality;*
 - b) '*Support sustainable and inclusive economic growth;*
 - c) '*Enable equality and improve accessibility;*
 - d) '*Contribute to better health, wellbeing, safety and security; and*
 - e) '*Create better places.*'
- 2.15 A key local policy is to '*encourage residents and employees to make more sustainable and healthier travel choices*'. This is set to be supported by travel planning measures, encouraging modal shift and maximising the awareness of sustainable and active travel choices.

Local Policy

South Gloucestershire Local – Core Strategy 2006 – 2027 (2013)

- 2.16 The Core Strategy is the key document comprising the Local Plan and "*sets out a vision for the area based on evidence, community objectives and the detailed spatial strategy for future development in South Gloucestershire to 2027*".
- 2.17 "The Core Strategy is comprised of three main elements:"
- a) "*The first part sets out the role and purpose of the Core Strategy*";
 - b) "*The second part of the document builds on information above and sets out the overarching policies to provide strategic alignment with the Sustainable Community Strategy, join up with other plans and programmes, and fulfil South Gloucestershire Council's high level objectives for tackling climate change and delivering sustainable communities*"; and
 - c) "*The final part of the document deals with issues facing each part of the district and sets out spatial policies to achieve priorities such as mixed and balanced communities, economic development, job creation and transport investment*".

South Gloucestershire Local Plan – Policies, Sites and Places Plan (2017)

- 2.18 The management of transport impact is considered within Policy PSP11 which states that a proposed development which will generate travel is acceptable where:
- a) '*Appropriate, safe, accessible, convenient and attractive access is provided for all mode trips arising to and from the proposal;*
 - b) '*Any new or improved bus stops meet the Council's adopted standards and the appropriate national guidance;*
 - c) '*Commercial development is located on safe useable walking routes, that are an appropriate distance to a suitable bus stop facility, served by appropriate public transport services, linking to major settlement areas;*
 - d) '*Appropriate on-site loading, in loading and waiting facilities are provided for commercial developments;*



- e) *It would not generate traffic that would:*
 - *create or contribute to severe congestion;*
 - *severely impact on the amenities of communities surrounding access routes;*
 - *have an unacceptable effect on highway and road safety;*
 - *harm environmentally sensitive areas*
- f) *any new transport related infrastructure provided in relation to the proposal would not create or exacerbate traffic congestion or have an unacceptable effect on highway and road safety;*
- g) *unobstructed emergency vehicle access is provided; and*
- h) *potential significant transportation impacts are accompanied by an appropriate Transport Assessment and where necessary a Travel Plan.'*



3 Site Accessibility and Opportunities for Sustainable Travel

- 3.1 When considering the overall sustainability of a site, with regards to transport and highways it is important that a site can be demonstrated to be accessible for all potential users without resulting in a heavy reliance on travel by car, particularly single occupancy journeys.
- 3.2 Within the local context of the application site, this can be assessed against the proximity to local services and amenities, which residents and / or visitors may require access to on a day-to-day basis. Equally, it can be assessed based on the access to sustainable (non-car) transport modes, which provide alternative options for travelling to any services or amenities located further afield from the site.

Walking and Cycling

Walking

- 3.3 The Institution of Highways and Transportation (now the: Chartered Institution of Highways and Transportation) guidance document '*Providing for Journeys on Foot*' (published 2000) suggests an acceptable walking distance of 1km for commuting purposes and a preferred maximum walking distance of 2km.
- 3.4 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800 metres). However, it states that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.5 This guidance is supported by the National Travel Survey (NTS), which found that over the past four years 80% (2019), 82% (2020), 82% (2021), 83% (2022) of trips under a mile (1.6km) are undertaken on foot (NTS0308). It should be noted that the NTS for 2020, which was undertaken during the COVID-19 pandemic had less than half the response rate and experienced substantial missing data. As such the highway conditions could not be classed as '*normal*', which is likely to have impacted on how people travel. However, the 2020 NTS journeys on foot under a mile is validated by the 2021 and 2022 NTS, which demonstrates a 2-percentage point and 3-percentage point, respectively, increase in journeys by foot under a mile since 2019. These findings also demonstrate that a steady increase in the number of trips under a mile undertaken on foot is present.
- 3.6 Continuous footway provision is present throughout the local highway network, which provides a permeable walking network within vicinity of the application site. This network provides safe and convenient access from the application site to local services and amenities, detailed in **Table 3.1**.

Cycling

- 3.7 Cycling also has the potential to substitute for short car trips, further facilitating sustainable travel, particularly those trips under five miles (8km) and trips of 30 - 40 mins are considered acceptable for commuting purposes. The NTS 2022 (Table NTS0303) notes that the average cycle trip is approximately 3.6 miles (5.8km). The growth of electric bikes is also increasing the propensity to cycle and reducing journey times.
- 3.8 The Local Transport Note 1/20: Cycle Infrastructure Design, produced by the DfT, states the following at paragraph 2.2.2:

'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people'.

- 3.9 Therefore, and as substantiated by DfT findings, facilities and amenities within five miles, or 8km, of the application site are classed as being within an acceptable cycling distance. The entirety of Keynsham and Bristol City Centre in addition to the suburban areas of Filton, Stoke Gifford, Cheswick Village, Emersons Green, Longwell Green, Redland, Bishopston, and Horfield, amongst others, are all within approximately 8km from the centre of the application site.
- 3.10 The roads within and surrounding the area are suitable for cyclists to travel along, with services and facilities accessible both within Kingswood and the neighbouring suburban areas.
- 3.11 Furthermore, National Cycle Network (NCN) Routes 4 and 16 are both in proximity to the application site. NCN Route 16 can be accessed approximately 855m to the south-east of the centre of the application site whilst NCN Route 4 can be accessed approximately 950m east of the centre of the application site.
- 3.12 NCN Route 16 closely follows the same routing as the A4174 and as such provides access around the eastern and northern edge of Bristol whereas NCN Route 4 provides access into Bristol City Centre. NCN Route 4 additionally facilitates travel to Cribbs Causeway and onwards travel to Newport when travelling west / north-westbound from the application site. Travelling east / south-eastbound from the application site NCN Route 4 provides access to Bath, and onward travel to London via a number of towns enroute.
- 3.13 NCN Route 4 and Route 16 are demonstrated in **Figure 3.1**.

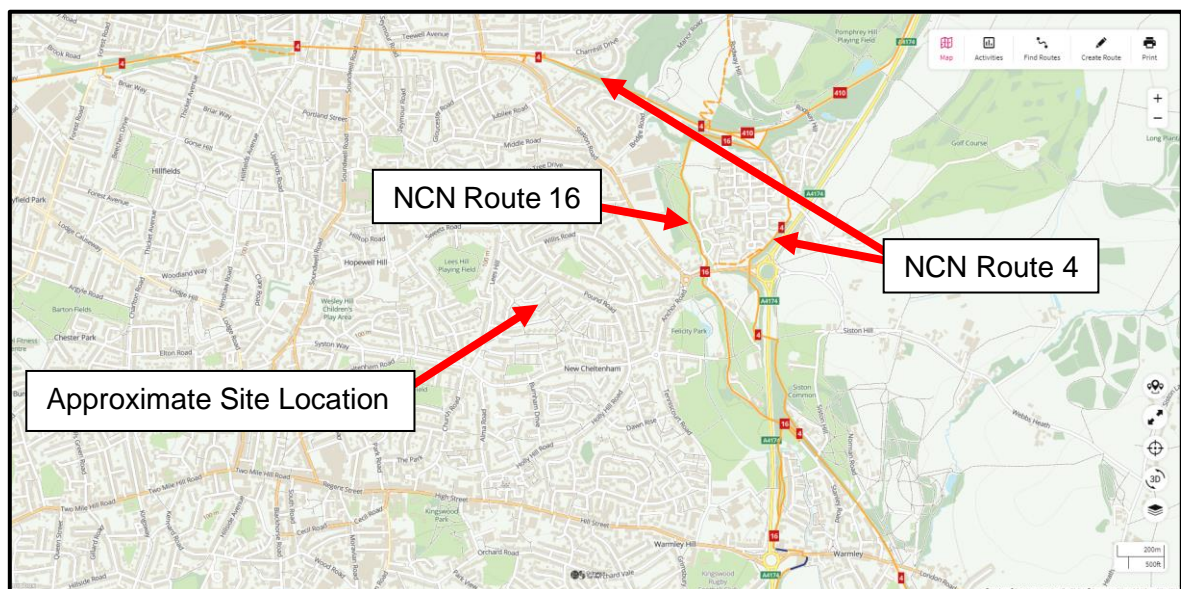


Figure 3.1 National Cycle Network Map Extract

STRAVA Heatmap

- 3.14 STRAVA is an internet service that tracks physical exercise, predominantly cycling and running, using GPS data. The GPS data is stored in a database, which allows STRAVA users to visually see the extent that routes and roads are used by other users in the form of heatmaps. The data is updated monthly.
- 3.15 The STRAVA heatmap indicates the more frequently used routes, by STRAVA users, on a light (white) to dark (purple) scale. **Figure 3.2** illustrates that the surrounding roads and routes are frequently utilised by cyclists using STRAVA.

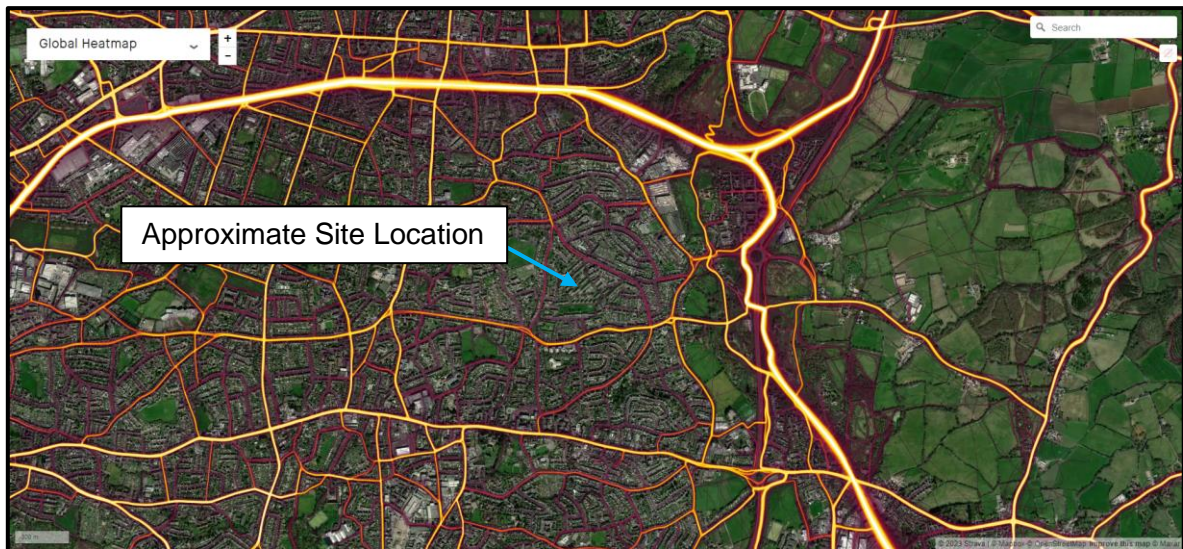


Figure 3.2 STRAVA Heatmap Extract

(Source www.strava.com)

Electric Scooters

- 3.16 A Government electric scooter trial was previously held in the West of England by Voi allowing residents to hire 'e-scooters' with designated parking areas located across the areas holding the trial.
- 3.17 Following the success of the trial a new operator, TIER, Europe's largest micro-mobility provider, won the competitive tender to provide shared micro-mobility services for the West of England Mayoral Combined Authority.
- 3.18 TIER e-scooters were deployed on the streets of Bristol from Saturday 14th October 2023 and e-bikes and cargo bikes are planned to follow. An initial 2,000 TIER vehicles were made available during the launch period with a planned total of 4,000 being aimed to provide. E-scooters from TIER are available on both a short-term and long-term rental basis.
- 3.19 Three designated TIER e-scooter parking zones are all within approximately 800m of the centre of the application site (the closest being approximately 400m) offering future residents an alternative sustainable travel option. **Figure 3.3** demonstrates the parking zone near the application site.



Figure 3.3 'E-scooter' Parking Zones Located Near to the Application Site

Proximity to Local Services and Amenities

- 3.20 It is key to a site's sustainability that there are a range of services and amenities nearby. **Table 3.1** demonstrates the local services and amenities.
- 3.21 For robustness, the distances and their corresponding journey times have been measured from the centre of the application site, whilst they were calculated via two methods; firstly, in accordance with Institution of Highways and Transportation (IHT) and 'Road Bike' (RB) guidelines for walking speed (1.4m/s) and cycling speed (4m/s) respectively, and secondly, via Google Maps, which additionally accounts for the gradient of the route when undertaking such journeys.
- 3.22 **Table 3.1** demonstrates a number of services and amenities, that are required on a daily basis, can be found within 1600m of the application site, including public transport provision for travel further afield. Furthermore, the site is situated in a walkable neighbourhood, as defined by MfS (walkable neighbourhoods require a range of services and amenities within 800m).

3.23 It should be noted that the local area to the application site is subject to a 'rising' and 'falling' topography as captured in the difference in the expected travel times between either the IHT or RB methodologies and the Google methodology in **Table 3.1**. However, a maximum elevation of 14m is present when travelling from the site northbound towards The Jolly Cobbler. As evidenced by **Table 3.1** these elevation differences are minimal within the immediate area and increase further afield from the application site. If cyclists do require dismounting of their cycle to travel up a 'rising' gradient, then this will only be for a short duration. Furthermore, e-bikes and other forms of micro-mobility (such as E-scooters) are increasingly popular travel choices to that of a private car, which minimise effort / energy required to traverse localised increases in gradient.

Service / Amenity	Approx. Distance	Approx. Walking Time		Approx. Cycling Time	
		IHT	Google	RB	Google
Barrington Green Play Area	170m	2 mins	2 mins	1 min	1 min
Central Convenience	350m	4 mins	4 mins	1 min	2 mins
Chungs Fish Bar	350m	4 mins	4 mins	1 min	2 mins
Highview Road Bus Stops	350m	4 mins	5 mins	1 min	2 mins
Alma Road Westbound Bus Stop	550m	7 mins	7 mins	2 mins	2 mins
Grants Barber Shop	550m	7 mins	7 mins	2 mins	3 mins
Green Bamboo Chinese Takeaway	550m	7 mins	8 mins	2 mins	3 mins
Alma Road Eastbound Bus Stop	600m	7 mins	7 mins	3 mins	2 mins
The Jolly Cobbler Public House	600m	7 mins	8 mins	3 mins	3 mins
The Kingswood Centre Day Care Centre	650m	8 mins	8 mins	3 mins	2 mins
New Cheltenham Community Centre	700m/750m*	9 mins	10 mins	3 mins*	4 mins*
Kingswood Hub (Pharmacy, Library, Civic Centre and Police Station)	900m/1100m*	11 mins	14 mins	5 mins*	6 mins*
New Horizons Learning Centre	1000m	12 mins	13 mins	4 mins	4 mins
Kingswood Leisure Centre	1300m/1400m*	15 mins	19 mins	6 mins*	6 mins*
Kings Chase Shopping Centre	1300m/1400m*	15 mins	20 mins	6 mins*	7 mins*
The Park Primary School	1300m/1400m*	15 mins	19 mins	6 mins*	8 mins*
The Orchard Medical Centre	1500m/1600m*	18 mins	23 mins*	7 mins*	8 mins*

**Note - using the Google routing methodology outlined, the Google Maps routing tool does not allow for cyclists and pedestrians to utilise the same routes where this is not feasible. Therefore, routing and distances differ for walking and cycling due to this.*

Table 3.1 Proximity to Services and Amenities



Public Transport

Bus Services

- 3.24 The nearest bus stops to the application site are located approximately 350m from the centre of the application site along Pound Road. The *'Highview Road'* bus stops both consist of a hard standing shelter, printed timetable information and a flag. Furthermore, both stops provide a raised kerb to enable easier access / egress of buses for passengers. The north-westbound stop additionally comprises a bus layby and 'BUS STOP' cage markings whilst the eastbound stop comprises 'BUS STOP' cage markings embossed on the carriageway.
- 3.25 Both 'Highview Road' bus stops provide access to the number 6-bus service.
- 3.26 Additional bus services can be accessed from the *'Alma Road'* bus stops on New Cheltenham Road, both within an approximate 600m walking distance from the centre of the application site. Both *'Alma Road'* stops consist of a hard standing shelter, a raised kerb, 'BUS STOP' cage markings and flag whilst the eastbound stop additionally comprises a pole and printed timetable information.
- 3.27 Both *'Alma Road'* bus stops provide access to the number 7 and 86 bus services whilst the eastbound stop additionally provides access to the SB1 bus service, which is a school service.
- 3.28 **Table 3.2** presents a summary of these bus services whilst full bus timetable information is provided at **Appendix C**.

Service	Operator	Route / Destinations Served	Operates	Timetable Summary		
				First Service	Approx. Frequency	Last Service
6	First in Bristol Bath & the West	Kingswood – Bristol Centre	Mon - Fri	05:27	30 mins	23:09
			Sat	06:38	30 mins	22:43
			Sun	07:23	30 mins	23:34
		Bristol Centre – Kingswood	Mon - Fri	06:54	30 mins	23:46
			Sat	07:38	30 mins	00:00
			Sun	08:16	30 mins	23:55
7	First in Bristol Bath & the West	Staple Hill – Whitehall – Bristol Centre	Mon - Fri	05:15	30 mins	23:36
			Sat	07:27	30 mins	23:23
			Sun	08:03	30 mins	23:03
		Bristol Centre – Whitehall – Staple Hill	Mon - Fri	06:16	30 mins	00:19
			Sat	07:52	30 mins	22:52
			Sun	08:53	30 mins	22:24
86	Stagecoach West	Yate – Emersons Green – Kingswood	Mon - Fri	08:41	120 mins	18:51
			Sat	08:41	120 mins	18:51
			Mon - Fri	09:11	120 mins	19:21



Service	Operator	Route / Destinations Served	Operates	Timetable Summary		
				First Service	Approx. Frequency	Last Service
		Kingswood – Emersons Green – Yate	Sat	09:11	120 mins	19:21
SB1	First in Bristol Bath & the West	New Cheltenham – St Brendans College	Mon - Fri	07:43 – Once Daily		

Table 3.2 Bus Services and Frequencies
 (Source: www.travelinesw.com December 2023)

- 3.29 Services from the ‘*Highview Road*’ bus stops can be accessed every day of the week, departing approximately once every 30 minutes. Additional services from the ‘*Alma Road*’ bus stops can be accessed every day of the week, departing approximately every 30 – 120 minutes.
- 3.30 As demonstrated in **Table 3.2**, the bus services available at the ‘*Highview Road*’ and ‘*Alma Road*’ bus stops are suitable to offer future residents alternative travel options from the site to nearby destinations where employment and leisure opportunities can be found. Services depart before 09:00 and return after 17: 00 offering a genuine alternative to travel by car for commuting purposes.

Summary

- 3.31 The site is sustainably located, with opportunities for access to local services and facilities via a number of transport modes including walking, cycling, micro-mobility modes and public transport. The nearest bus stops to the site are located along Pound Road, an approximate 350m walking distance, which provides regular bus services to the surrounding areas every day of the week (including weekends) whilst additional services can be accessed along New Cheltenham Road.
- 3.32 In summary, the site is suitably located in terms of being able to offer a range of sustainable travel choices to residents, as an alternative to travel by car and is located within a walkable neighbourhood as defined by MfS guidance.



4 Objectives and Targets

- 4.1 It is important that the TP has a focus and direction in what it is trying to achieve. This can be accomplished through the identification of TP objectives, which are realistic and site specific.
- 4.2 It is essential that there is an agreed set of objectives which can be adopted and thereby influence all actions arising from the TP. The following objectives are informed by best practice guidance but also reflect local circumstances and stakeholder requirements.

Objectives

- 4.3 The main objectives of the TP are set out below:
- a) To encourage lower car ownership at the development through the provision of sustainable travel information to residents;
 - b) To maintain a high awareness of the sustainable transport options available amongst residents and visitors which will be maintained for the duration of the TP;
 - c) To increase the health of all users of the site by increasing the proportion of active travel (i.e., walking and cycling);
 - d) To encourage less reliance on the car, wherever practical, particularly for drive alone journeys and short distance journeys, that could practically be undertaken by walking, cycling or public transport; and
 - e) To engage residents in critical thinking regarding their travel choices.
- 4.4 These objectives will be implemented through a package of measures that are discussed in **Section 5**.

Targets

- 4.5 Targets enable progress to be measured against aims and objectives and will be challenging to ensure continual improvement in managing development travel demand. The TP will need to be monitored to ensure it is still relevant, up-to-date, and influencing sustainable travel use to / from the site, which is discussed in **Section 7**.
- 4.6 Monitoring of the TP will be the responsibility of the Travel Plan Co-ordinator (TPC). The TPC will liaise with other stakeholders, such as SGC, regarding the implementation and progression of the Travel Plan.
- 4.7 A baseline residential travel survey will be undertaken 6 months after first occupation for the development (Year 1). Monitoring surveys will then be conducted in years three and five (a total of three travel surveys over a five-year period, which will be the lifetime of the Travel Plan). These surveys will ascertain modal splits to determine if the targets and objectives of this TP are being met. An example Travel Survey is attached at **Appendix D**.
- 4.8 The introduction of a range of measures to support sustainable travel in favour of travel by private car, in particular single occupancy car journeys, will aim to result in modal shift to more sustainable modes of walking, cycling and public transport use.



4.9 Targets for the scale of modal shift against which the success of the TP can be measured will accord with the following SMART principles:

- a) **Specific** (identify what is to be achieved);
- b) **Measurable** (over the target period);
- c) **Achievable** (linked to overall objectives and aims);
- d) **Realistic** (must be achievable over time allocated); and
- e) **Time-bound** (a defined action plan including dates for achievement).

4.10 Accurate modal split targets will be identified once the baseline travel survey has been undertaken (Year 1). Initial modal split targets have been set based on Census 2011 travel to work data for the Middle Super Output Area (MSOA) South Gloucestershire 027 within which the site is contained. This data is included at **Appendix E**.

4.11 **Table 4.1** sets out initial modal split targets based on a 10% reduction in car driver journeys. The modal splits and targets will be reviewed when the first travel survey is undertaken to reflect what is occurring at the site. It should be noted that the 'Metro' category has been included within the 'Other method of travel to work' category due to one response being present within the data.

Mode of Travel	Census Modal Split (Base)	Modal Split Year 5 Target
Driving a car or van	67.84%	61.06%
On foot	9.59%	11.77%
Bus, minibus, or coach	9.09%	11.15%
Passenger in a car or van	7.33%	8.99%
Bicycle	3.55%	4.36%
Motorcycle, scooter or moped	1.82%	1.82%
Taxi	0.30%	0.30%
Train	0.27%	0.33%
Other method of travel to work	0.20%	0.20%

Table 4.1 Percentage Modal Shift Targets



5 Travel Plan Management and Measures

- 5.1 The TP will be implemented and managed by a TPC, who will work to deliver the content of this TP and ensure the measures are carried out effectively. The TPC will co-ordinate the ongoing development and management of the TP, raising awareness, monitoring and review.

Travel Plan Co-ordinator

- 5.2 It will be the responsibility of Bromford and EG Carter & Co Ltd to ensure the appointment and funding of a suitably qualified person to perform the role of the TPC, in order to ensure compliance with the TP. A TPC shall be appointed at least three months prior to first occupation.
- 5.3 The TPC contact details will be provided to SGC upon appointment.
- 5.4 The TP will be actively managed by the TPC for a period of five-years following first occupation.
- 5.5 The TPC will be responsible for:
- a) The operation of the plan;
 - b) Acting as a point of contact;
 - c) Marketing and promoting the TP;
 - d) Providing sustainable travel information to residents;
 - e) Monitoring and reviewing the TP;
 - f) Liaison with SGC, and other stakeholders, where appropriate; and
 - g) Arranging resident travel surveys to be undertaken.

Marketing and Promotion

- 5.6 Marketing and promotion of the TP and sustainable travel opportunities and benefits will establish communication between those who are responsible for delivery (i.e., TPC) and those who benefit from the implementation of the TP (i.e., residents).
- 5.7 The provision of information to residents, which is both accessible and available in varied formats, is an important measure of the TP. This will be achieved through a co-ordinated marketing and communication strategy including information within the sales office (if applicable), and Travel Information Pack (TIP) for new residents on first occupation of each dwelling.

Travel Plan Measures

- 5.8 The TP is effectively a set of measures, directed at residents and visitors and intended to maximise sustainable travel for journeys to / from the site. The proposed TP measures focus on maximising the site's accessibility and sustainability as part of the development proposals.



Travel Information Pack

- 5.9 A TIP will be provided on first occupation for each dwelling. The TIP will include various travel information, which will identify means of sustainable travel for residents. Specifically, the TIP will contain the following:
- a) A map illustrating the location of local facilities and amenities;
 - b) Contact details of the TPC;
 - c) Details of the most recent bus timetables;
 - d) Details of public transport discounted fares / season tickets;
 - e) Information on car sharing;
 - f) Information on local taxi and car club companies;
 - g) Information on home working; and
 - h) Links to relevant sustainable travel websites and mobile apps.
- 5.10 The TPC will keep the TIP up to date to reflect changes. For example, when revised bus timetables are issued and maintain records of distribution.

Walking and Cycling Measures

- 5.11 All pedestrian and cycle infrastructure included as part of the development will be completed to the required standard. Details of walking and cycling routes will be included as part of the TIP for new residents as well as the health benefits of active travel, will be included in the TIP.
- 5.12 The TPC through the TIP will be responsible for promoting events such as National Bike Week and European Mobility Week to encourage residents to cycle.
- 5.13 The TIP will contain information that will actively promote the use of bicycles as a regular and reliable transport mode and illustrate the physical health benefits of regular exercise to all site users.
- 5.14 Details of walking and cycling routes will be included as part of the TIP for new residents, and they will be made aware of national and local walking and cycling initiatives they can get involved with, such as livingstreets.org.uk and sustrans.org.uk.
- 5.15 In addition, residents will be encouraged to take up cycle to work schemes, provided they are made available to them by their employers.
- 5.16 Secure and covered cycle parking will be provided at the development for each dwelling.

Public Transport Measures

- 5.17 The use of public transport will be promoted through the TIP. This will include information on local bus routes, timetables, and location of stops.
- 5.18 Bus use will be encouraged by the introduction / promotion of the following measures by the TPC, and which will be promoted through the TIP:
- a) Provision of current information on bus routes, bus times and location of bus stops to residents;
 - b) Provision of information on tickets;
 - c) Details of current promotions and discounted tickets from local bus operators;
 - d) Promotion of local bus services as attractive access options; and
 - e) Regular review of any changes to timetables, routes, or fares.



Car Sharing

- 5.19 Car sharing can result in considerable cost savings and other benefits.
- 5.20 Residents will be made aware of the benefit of car share schemes, e.g., <https://liftshare.com/uk> and all residents will be encouraged to access the scheme. The information is free to access and helps to facilitate car-sharing. The scheme can benefit anyone who regularly commutes to work by trip matching drivers, pedestrians, cyclists and taxi users.
- 5.21 The TPC will ensure that all residents are advised of the financial savings, which can be achieved through car sharing and will ensure that all new residents are provided with details of the car sharing websites.

Electric Vehicle Charging

- 5.22 Electric Vehicle (EV) charging points will be provided in accordance with Building Regulations and the NPPF, which will seek to proliferate EV ownership at the development, thereby mitigating the environmental impact of the development.

Personalised Travel Planning

- 5.23 Personalised Travel Planning is an established approach that enables people to think about the way in which they currently travel and provides them with information, advice and motivation to walk, cycle and use public transport more often.
- 5.24 Residents will be offered Personalised Travel Planning to promote sustainable travel upon the first occupation. Information on Personalised Travel Planning will be provided within the TIP and a follow up offer will be given to residents as part of the travel surveys.

Key Travel Resources

- 5.25 Sustainable travel opportunities are supported locally. **Table 5.1** provides a summary of the key travel resources available for residents and visitors.

Resource	Description	Details
Living Streets	National organisation for supporting pedestrians	www.livingstreets.org.uk
Cycle Street	Online cycling journey planner	www.cyclestreets.net
Better by Bike	Cycle information	https://betterbybike.info
Sustrans	The national sustainable transport charity	www.sustrans.org.uk
Traveline	Online Journey Planner	www.traveline.info
South Gloucestershire Council	Local Transport & Travelling Information	https://beta.southglos.gov.uk/transport-and-streets

Table 5.1 Key Travel Resources

Journey Planning

- 5.26 The journey planner <http://www.traveline.com> is an excellent tool in helping to provide journey planning information for travel to/from the site. The journey planner will be promoted to residents by the TPC through the TIP.



Working from Home

5.27 Single occupancy car travel can also be reduced by removing the need to travel in the first place. Given the shift in thinking on working patterns as a result of the COVID-19 pandemic, residents will be encouraged, where possible, to include working from home within their working week.



6 Action Plan

- 6.1 Key to the success of the TP is the identification of viable transport alternatives and these can be identified through the TP Action Plan. This is the package of site-specific measures that will encourage a shift away from single occupancy car use and increase accessibility to and from the site.
- 6.2 This section outlines measures that will be implemented as part of this TP. These measures will include making best use of the current facilities, as well as creating further incentive for residents to use sustainable transport modes of travel. The implementation of the TP and the measures contained within it will be flexible.

Action Plan

- 6.3 A comprehensive set of initiatives and measures are set out on the following pages. The recommended residential measures have been drawn from best practice, TP guidance and case studies throughout the UK.
- 6.4 Empirical evidence has shown that the optimum time for introducing people to alternative travel modes is when they experience a major life change or transition period, such as moving to a new house. The success of this TP will therefore depend on establishing a 'culture' of low car use among residents the moment they occupy their new homes.
- 6.5 The Action Plan has been broken down into four main strategy sections relating to the scope of the TP including:
 - a) Walking and cycling;
 - b) Public transport;
 - c) Car users; and
 - d) TP support measures.
- 6.6 The measures and initiatives are identified to directly influence residents of the site, furthermore, some of the measures could also have an influence on visitor trips to the site and where this is the case, this has been identified in each strategy section.



Walking and Cycling Strategy

	Measure	Action	Residents	Visitors	Timeframe / Frequency	Responsibility	Cost
WC1	Implement Cycle Parking Facilities	The quantum of cycle parking will be appropriate for the type and scale of development	✓	✓	Prior to occupation	Developer	As part of build costs
WC2	Walking and Cycling Route Maps	Walking and cycling route maps and key information to be provided to residents and visitors in the TIP	✓	✓	Included in TIP / Prior to occupation	TPC	TPC's Time
WC3	Promotion of Walking and Cycling Events / Websites	There are a number of walking and cycling events throughout the year such as 'walk to work week' and 'cycle to work week' and websites such as www.livingstreets.org.uk/ and www.sustrans.org.uk that will be promoted to residents through the TIP	✓		Included in TIP / Prior to occupation	TPC	TPC's Time

**Public Transport Strategy**

	Measure	Action	Residents	Visitors	Timeframe	Responsibility	Cost
PT1	Promotion of Bus Services	Up to date bus information to be provided to residents and visitors in the TIP	✓	✓	Included in TIP / Prior to occupation	TPC	TPC's Time
PT2	Promotion of Travel Apps	Public transport apps will be promoted through the TIP	✓		Included in TIP / Prior to occupation	TPC	TPC's Time

**Car Users Strategy**

	Measure	Action	Residents	Visitors	Timeframe	Responsibility	Cost
CU1	Promoting Car Sharing Websites	Information included in the TIP and online with details on car sharing (https://liftshare.com/uk)	✓		Included in TIP	TPC	TPC's Time
CU2	Electric Vehicle Charging	Electrical vehicle charging to be provided for each dwelling	✓		During construction phase	Developer	Construction costs



Travel Plan Support Measures

	Measure	Action	Residents	Visitors	Timeframe	Responsibility	Cost
TP1	TPC	Appoint TPC prior to occupation	✓	✓	3 months prior to occupation, for five years following first occupation	Developer	TPC
TP2	Travel Information Pack (TIP)	A TIP is to be created and distributed to residents of the development	✓		On first occupation of each dwelling	TPC	TPC
TP3	Promote Working from Home	Residents will be made aware of the benefits of working from home. Suitable broadband connection will be available at the development to allow for this	✓		During construction phase / Prior to first occupation	Feedback from residents	TPC's Time
TP4	Promotion of Local Delivery Services	Promotion of delivery services from supermarkets to reduce frequent travel, details of supermarkets with delivery services will be included in the TIP	✓		Included in TIP / Prior to occupation	TPC	TPC's Time
TP5	Promotion of Local Taxi Companies	Taxi companies will be promoted in the TIP	✓		Included in TIP / Prior to occupation	TPC	TPC's Time
TP6	Promotion of car sharing websites	Provide information on car sharing websites for residents to make use of	✓		Included in TIP / Prior to occupation	TPC	TPC's Time
TP7	Promotion of Micro-mobility Modes	Residents will be provided with information on the available micro-mobility modes in their local area within the TIP	✓		Included in TIP / Prior to occupation	TPC	TPC's Time



7 Monitoring and Review

- 7.1 An effective monitoring and review process is important to establish how successful the TP has proved to be. Monitoring involves collecting data and information, and the review process involves the consideration of these details to determine whether or not the TP targets have been met.
- 7.2 The TPC will be appointed at least three months prior to first occupation of the proposed development and will liaise with the relevant officers at SGC. Based on the monitoring and review process, it will then be necessary for the TPC, in conjunction with SGC, to decide what, if any, amendments are required to the TP. As part of the monitoring process, it is important to establish the baseline conditions.
- 7.3 The TP will be actively managed and monitored by the TPC for a period of five-years, following first occupation. On appointment, at least three months prior to first occupation, contact details would be provided to SGC to ensure that clear dialogue is possible from inception of the TP.

Monitoring

- 7.4 For the on-going management of the TP to be successful and to deliver the desired outcomes, it is important that the parties involved in the delivery of the TP, which means the TPC and SGC, work effectively in partnership to achieve the desired results.
- 7.5 Monitoring of travel patterns over time, to ascertain whether the initiatives of the TP are proving successful and whether there has been a shift to more sustainable modes of transport, requires on-going travel surveys to be undertaken.
- 7.6 A baseline residential travel survey will be undertaken 6 months after first occupation (Year 1). Follow up monitoring surveys will then be conducted after that in years three and five (a total of three surveys). The results of the initial survey will be used to inform targets, objectives and measures and the monitoring surveys will be used to assess the progress of the TP against the objectives and targets.

Review

- 7.7 Monitoring Reports will be prepared after the Year 3 and 5 survey and presented to SGC. These will be based on the latest survey data collected and will include analysis of survey data as well as progress made in meeting TP targets.

Implementation Plan

- 7.8 An implementation plan sets out the commitments and timescales required to effectively carry out the TP. This includes timescales to appoint a TPC, deliver proposed measures, commission surveys for monitoring and a schedule for the effective monitoring and review of the TP.
- 7.9 The implementation plan covers the lifetime of the TP, which is five years from first occupation.
- 7.10 **Table 7.1** sets out the implementation plan for the proposed residential development. The plan indicates which measures and actions are required prior to first occupation and during the construction of the development.



Task	Details	Proposed Timescale for Implementation
Appointment of TPC	Responsible for promoting and marketing the TP and implementing measures.	At least 3 months prior to first occupation
Travel Plan Action Plan	Implement all measures as set out in the Action Plan.	As per the timescales set out in the Travel Plan Action Plan
Surveys and Monitoring	Travel surveys will be undertaken to determine the travel patterns of residents, which will influence any amendments or refinements to be made to the Travel Plan.	Baseline survey in Year 1 (6 months after first occupation) Follow up monitoring surveys in years, three and five
Review of TP Performance	Following completion of the surveys, the TPC will be required to provide a review report to SGC	Within two months of the data being made available. A final, overall summary report will be provided in Year 5 following the final travel survey.

Table 7.1 Implementation Plan



8 Funding

- 8.1 Infrastructure for the proposed development, including the on-site pedestrian and cycle facilities and links, will be secured through appropriate mechanisms within the planning process.
- 8.2 The funding of all aspects of the TP, including the introduction of measures, employing the TPC, monitoring and reporting will be the responsibility of Bromford and EG Carter & Co Ltd. This responsibility will be maintained for the full life of the TP, which will be 3 months prior to first occupation, up to 5 years after first occupation.



Appendix A – South Gloucestershire Pre-application Correspondence

Rae Mepham

From: Ali Khayatian
Sent: 21 February 2023 12:42
To: Rae Mepham
Cc: DCtransport
Subject: Pre-planning enquiry Re: Barrington Close, Bristol and Fairford Close, PRE22/0792

Re; Re-development of Barrington Close and Firford Close site **PRE22/0792**

Location: BARRINGTON CLOSE AND FAIRFORD CLOSE, KINGSWOOD BS15 4QD-4QE

Proposal: Demolition of 72No. existing dwellings, outbuildings and garages and erection of 80No. dwellings with access and associated works.

Planning app. No. PRE22/0792

This pre-planning enquiry is seeking advice on a proposal to demolish 72no. existing dwellings, their outbuildings, plus 48no. existing garages, and in their placement to construct around 80no. dwellings with associated access, parking and hard and soft landscaping.

The site is situated in a build-up, residential area and closely connected to New Cheltenham Road, a key vehicular link between Bristol and Bath. It is also within walking distance of bus routes that link to the centre of Bristol as well as the wider Bristol area which includes rail networks. Therefore, we believe that it fully complies with the requirements of Policy PSP11 of the adopted South Gloucestershire Local Plan: Policies, Sites and Places document. Furthermore, given the extant use of the site, we consider that its regeneration with similar use is acceptable in principal although this would be subject to agreeing the detail design of access roads and parking provisions.

Barrington Close and Fairford Close are currently both no through roads connecting to a series of parking courtyards and garages on site. The site is also connected to the wider highway network with series of public footpaths.

This is a sloping site. We understand that the existing natural site levels exceed 1 in 20 which may make it difficult to accommodate roads and pavements at 1 in 20 across the whole site.

If this desirable gradient is not achievable then, by constructing reasonable retaining walls, we suggest new roads no steeper than the maximum gradients of 1 in 14 – of course, such gradient must only be applied when all other options for shallower gradients have been investigated.

Submission of a Transport Assessment is not necessary, but we recommend that a Transport Statement covering the existing and proposed access and parking arrangements including access to public transport facilities is provided please.

The loss of the garages and parking spaces at Barrington Close and other location on site needs to be fully considered and replacement parking provided for anyone with a right to park there.

Stopping up – it is understood that some of the existing adopted highway will be required stopping up in order to create coherent street scape.

Any Highway Stopping Order for this is best be progressed in tandem with the planning application.

<https://www.gov.uk/government/publications/stopping-up-and-diversion-of-highways>

Any services within the highway to be stopped up will need to be relocated into the revised highway layout.

The internal layout are recommended to be a standard segregated 5.5m wide carriageway with 2m footways on both sides. If shared surface roads are being proposed then, we recommend roads 6.8m wide with suitable traffic calming features.

Where margins are proposed behind car parking spaces it would be better if they were in front of the parking spaces either as wheel stops or widened paths so that overhanging vehicles don't obstruct those paths.

An Electric Vehicle Charging Strategy should be provided. The layout proposed only enables a small number of dwellings with on-plot parking spaces to be provided with an EVCP. The parking layout should be revisited so that as many on-plot parking spaces as possible are provided. The problem is if there is a path open to more than one dwelling at the back of the parking spaces there is a safety issue with extending a charging lead from the house to the car. The Council's current guidance is that all dwelling with an on-plot parking spaces are provided with a 7Kw 32 Amp charging point, 20% of communal spaces are provided with a charging point and the remainder are provided with ducting for a future connection.

Parking should be provided in accordance with the Council's policy PSP16 - Please can a parking schedule be provided detailing the house type, number of bedrooms, number of parking spaces, EVCP provision and the overall number of visitor spaces?

A Stage 1 Road safety Audit should be provided for the layout. An Audit Brief including details of the Auditors should be submitted once a layout has been agreed.

Contact details and the Council's procedure can be found at the following link.

<https://www.southglos.gov.uk/transport-and-streets/transport/road-safety-transport/strategic-road-safety-and-engineering/road-safety-audit/>

please provide swept path of a large 11.3m long waste collection vehicle should be provided.

Consideration should be given to the location of street lighting columns in relation to the rows of parking spaces.

If private roads to be created on this development, then, appropriate bin collection area must be designed on site in proximity to the adoptable highway with suitable turning area for service vehicles.

The maximum distances are contained in the Council's Waste Collection Guidance.

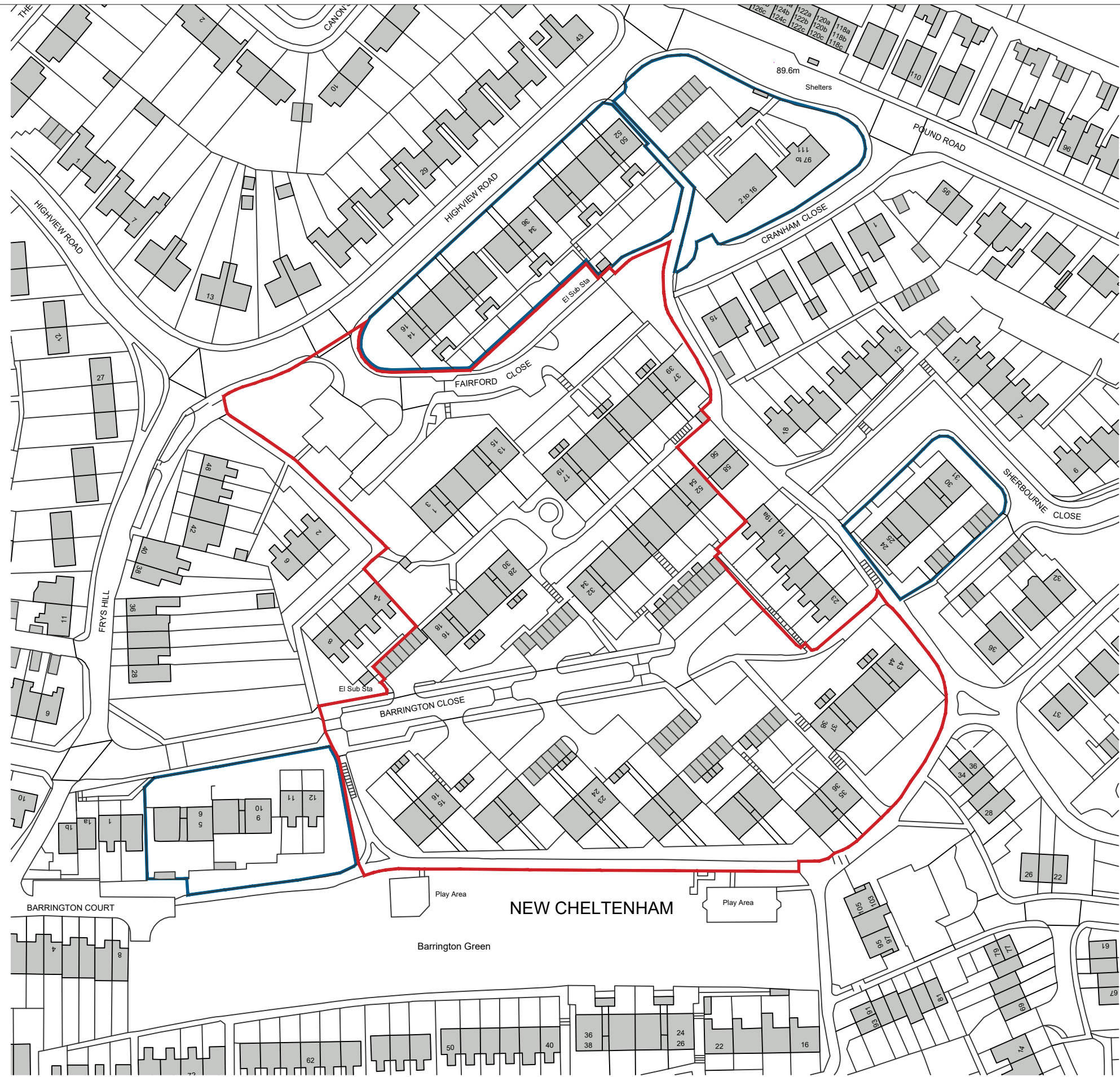
<https://beta.southglos.gov.uk/wp-content/uploads/Waste-collection-guidance-for-new-developments-SPD.pdf>

We suggest that a Travel Plan to be submitted with any future application for this site.

I hope this information is of help.



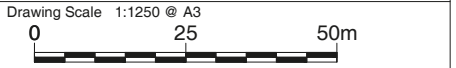
Appendix B – Site Location Plan



Responsibility is not accepted for errors made by others in scaling from this drawing. Contractors must check all dimensions on site. Discrepancies must be reported immediately to the architect before proceeding. This drawing is copyright ©2023 Nash Partnership. All rights reserved.

Rev.	Date	Notes	Init.
1	07.11.23	Issued For Planning	PM
2	04.12.23	Planning Issue	PM

CDM Regulations



nash partnership

Bath : 01225 442424 | 23a Sydney Buildings, Bath, BA2 6BZ
 Bristol : 0117 3327560 | The Generator, Counterslip, Redcliffe, Bristol, BS1 6BX
 www.nashpartnership.com
 mail@nashpartnership.com

File Name: 21027-NP-XX-XX-DR-A-1000

PLANNING

Job Number	Originator	Zone	Level
21027	NP	XX	XX

Type	Role	Drawing Number	Revision
DR	A	1000	2

Project
Barrington Close & Fairford Close Kingswood Regeneration

Title
Location Plan

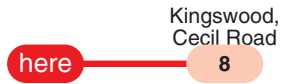
Drawn by	Project Manager	Scale
LMc/PM	AT	1250 @ A3

Key

- N
- Application boundary
- Adjoining land owned by the applicant



Appendix C – Bus Timetable Information



The numbers circled indicate approximate timings in minutes from New Cheltenham, Highview Road

Mondays to Fridays **Bus times as at 1st December 2023**

Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note		
0654	6	0911	6	1113	6	1314	6	1525	6	1727	6	1919	6	2148	6
0733	6	0942	6	1144	6	1345	6	1556	6	1757	6	1946	6	2247	6
0812	6	1009	6	1214	6	1418	6	1627	6	1824	6	2015	6	2346	6
0840	6	1044	6	1244	6	1450	6	1658	6	1851	6	2054	6		

Saturdays **Bus times as at 2nd December 2023**

Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note		
0738	6	0939	6	1141	6	1340	6	1538	6	1739	6	1924	6	2330	6
0809	6	1009	6	1207	6	1411	6	1609	6	1808	6	2026	6	0000	6
0839	6	1040	6	1238	6	1436	6	1634	6	1838	6	2122	6		
0909	6	1110	6	1309	6	1507	6	1710	6	1907	6	2221	6		

Sundays **Bus times as at 3rd December 2023**

Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note
0816	6	1043	6	1245	6	1447	6	1647	6	1847	6	2116	6
0914	6	1114	6	1316	6	1517	6	1717	6	1916	6	2216	6
0943	6	1144	6	1346	6	1547	6	1747	6	1946	6	2315	6
1013	6	1215	6	1416	6	1617	6	1817	6	2016	6	2355	6

Times shown in italics are approximate times

BY SMS

Bus times by text message



Get the times of the next four buses from this stop on your phone

Scan the QR code or send the stop code below to:

84268

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: sglgdja

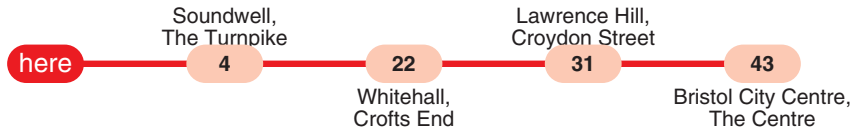
NextBuses

Bus times by mobile browser



6 Kingswood - Whitehall - Bristol City Centre

First in Bristol Bath & the West



The numbers circled indicate approximate timings in minutes from New Cheltenham, Highview Road

Mondays to Fridays

Bus times as at 1st December 2023

Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note
0527	6	0725	6	0940	6	1212	6	1444	6	1728	6	1945	6
0557	6	0740	6	1011	6	1241	6	1516	6	1758	6	2017	6
0623	6	0804	6	1042	6	1312	6	1553	6	1819	6	2114	6
0647	6	0835	6	1111	6	1343	6	1620	6	1845	6	2209	6
0706	6	0910	6	1142	6	1413	6	1653	6	1912	6	2309	6

Saturdays

Bus times as at 2nd December 2023

Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note		
0638	6	0831	6	1033	6	1233	6	1436	6	1634	6	1838	6	2143	6
0657	6	0902	6	1103	6	1303	6	1503	6	1707	6	1915	6	2243	6
0733	6	0933	6	1134	6	1333	6	1535	6	1738	6	1945	6		
0801	6	1002	6	1204	6	1406	6	1610	6	1808	6	2049	6		

Sundays

Bus times as at 3rd December 2023

Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note		
0723	6	0938	6	1140	6	1340	6	1538	6	1740	6	2006	6	2334	6
0808	6	1008	6	1210	6	1410	6	1611	6	1811	6	2035	6		
0837	6	1039	6	1240	6	1440	6	1640	6	1841	6	2134	6		
0908	6	1110	6	1310	6	1511	6	1711	6	1911	6	2234	6		

Times shown in italics are approximate times

BY SMS

Bus times by text message



Get the times of the next four buses from this stop on your phone

Scan the QR code or send the stop code below to:

84268

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

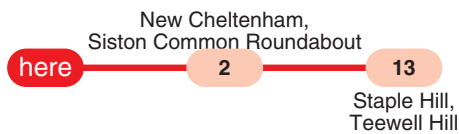
Code for this stop: sglgdgm

NextBuses

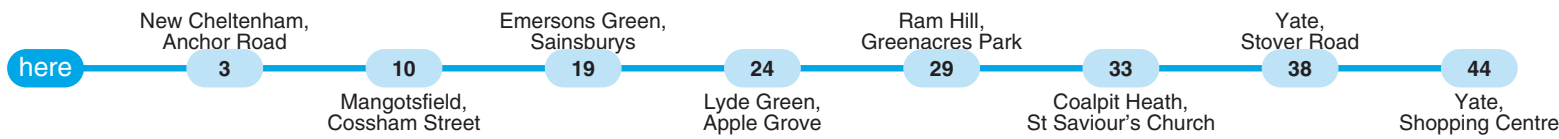
Bus times by mobile browser



7 Bristol City Centre - Whitehall - Staple Hill First in Bristol Bath & the West 



86 Kingswood - Emersons Green - Coalpit Heath - Yate Stagecoach West 



SB1 Soundwell - Kingswood - Cadbury Heath - St Brendan's College First in Bristol Bath & the West 



The numbers circled indicate approximate timings in minutes from New Cheltenham, Alma Road

Mondays to Fridays Bus times as at 1st December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0616	7		0818	7		1019	7		1222	7		1425	7		1633	7		1828	7		2021	7	
0707	7		0853	7		1050	7		1251	7		1457	7		1703	7		1855	7		2111	7	
0725	7		0911	86		1111	86		1311	86		1511	86		1716	86		1921	86		2210	7	
0743	SB1	Sch	0921	7		1120	7		1321	7		1530	7		1732	7		1923	7		2309	7	
0746	7		0944	7		1151	7		1353	7		1601	7		1801	7		1951	7		0019	7	

Saturdays Bus times as at 2nd December 2023

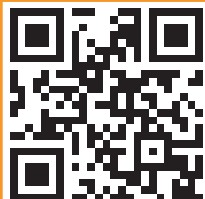
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0752	7		1016	7		1220	7		1424	7		1631	7		1832	7		2042	7	
0843	7		1048	7		1251	7		1458	7		1701	7		1901	7		2148	7	
0911	86		1111	86		1311	86		1511	86		1716	86		1921	86		2252	7	
0913	7		1121	7		1324	7		1532	7		1733	7		1931	7				
0945	7		1149	7		1356	7		1601	7		1804	7		1958	7				

Sundays Bus times as at 3rd December 2023

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note			
0853	7		1052	7		1254	7		1455	7		1655	7		1855	7		2124	7	
0922	7		1123	7		1324	7		1525	7		1725	7		1925	7		2224	7	
0952	7		1153	7		1355	7		1555	7		1755	7		1955	7				
1022	7		1224	7		1425	7		1626	7		1825	7		2029	7				

Notes: Sch - St Brendan's School Days
Times shown in italics are approximate times

BY SMS
Bus times by text message



Get the times of the next four buses from this stop on your phone


Scan the QR code or send the stop code below to:

84268

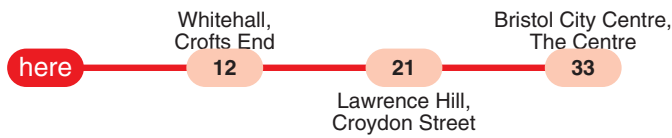
Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: sglgamp

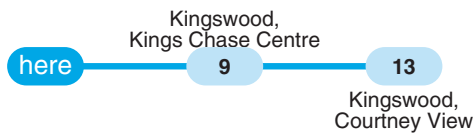
NextBuses
Bus times by mobile browser



7 Staple Hill - Whitehall - Bristol City Centre First in Bristol Bath & the West 



86 Yate - Coalpit Heath - Emersons Green - Kingswood Stagecoach West 



The numbers circled indicate approximate timings in minutes from New Cheltenham, Alma Road

Mondays to Fridays Bus times as at 1st December 2023

Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note
0515	7	0726	7	0901	7	1108	7	1308	7	1507	7	1710	7	1930	7		
0550	7	0745	7	0937	7	1138	7	1338	7	1537	7	1739	7	2034	7		
0619	7	0804	7	1008	7	1208	7	1408	7	1607	7	1837	7	2140	7		
0648	7	0830	7	1038	7	1238	7	1437	7	1639	7	1851	86	2239	7		
0705	7	0841	86	1042	86	1242	86	1442	86	1646	86	1903	7	2336	7		

Saturdays Bus times as at 2nd December 2023

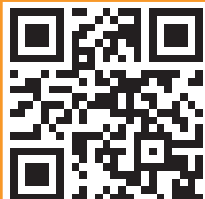
Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note
0727	7	0928	7	1128	7	1328	7	1534	7	1736	7	2004	7
0757	7	0958	7	1159	7	1401	7	1608	7	1806	7	2038	7
0828	7	1028	7	1228	7	1432	7	1636	7	1838	7	2119	7
0841	86	1042	86	1242	86	1442	86	1646	86	1851	86	2221	7
0857	7	1058	7	1258	7	1500	7	1706	7	1906	7	2323	7

Sundays Bus times as at 3rd December 2023

Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note	Time	Service Note
0803	7	1003	7	1205	7	1406	7	1606	7	1806	7	2026	7
0832	7	1035	7	1235	7	1435	7	1636	7	1833	7	2102	7
0903	7	1105	7	1304	7	1505	7	1706	7	1904	7	2202	7
0933	7	1134	7	1335	7	1536	7	1737	7	1941	7	2303	7

Times shown in italics are approximate times

BY SMS
Bus times by text message



Get the times of the next four buses from this stop on your phone


Scan the QR code or send the stop code below to:

84268

Return texts cost up to 25p, plus normal text messaging charge. Normal mobile internet charges apply.

Code for this stop: sglgamt

NextBuses
Bus times by mobile browser





Appendix D – Example Travel Survey

Example Residents Survey

We are currently researching existing travel behaviour within your area to establish travel patterns and encourage more sustainable travel choices.

This survey should take around five minutes to complete.

1. If you are in employment, please choose your main mode of travel to work (i.e. the mode of travel you use for most of the week)

- | | |
|--|---|
| <input type="radio"/> Car | <input type="radio"/> Bus |
| <input type="radio"/> Car Share | <input type="radio"/> Train |
| <input type="radio"/> On foot | <input type="radio"/> Motorbike / moped |
| <input type="radio"/> Pedal bike | <input type="radio"/> N/A |
| <input type="radio"/> E-Bike | |
| <input type="radio"/> Other (please specify) | |

2. If you have school age children, how do they travel to school?

- | | |
|--|---|
| <input type="radio"/> Car, with you | <input type="radio"/> E-Bike |
| <input type="radio"/> Car, with peers | <input type="radio"/> Bus |
| <input type="radio"/> Car, on their own | <input type="radio"/> Train |
| <input type="radio"/> On foot | <input type="radio"/> Motorbike / moped |
| <input type="radio"/> Pedal bike | <input type="radio"/> N/A |
| <input type="radio"/> Other (please specify) | |

3. How do you typically travel around your local area? (i.e. for leisure purposes etc.)

- | | |
|--|---|
| <input type="radio"/> Car | <input type="radio"/> Bus |
| <input type="radio"/> Car share | <input type="radio"/> Train |
| <input type="radio"/> On foot | <input type="radio"/> Motorbike / moped |
| <input type="radio"/> Pedal bike | <input type="radio"/> N/A |
| <input type="radio"/> E-Bike | |
| <input type="radio"/> Other (please specify) | |

4. How many cars are owned by your household?

- | | |
|-------------------------|--------------------------|
| <input type="radio"/> 0 | <input type="radio"/> 3 |
| <input type="radio"/> 1 | <input type="radio"/> 4+ |
| <input type="radio"/> 2 | |

5. Roughly, how far do you travel to work? (One-way)

Less than 1 mile

Over 20 miles

1 to 5 miles

N/A

6 to 20 miles

6. Are there any obstacles that prevent you from travelling sustainably? e.g. lack of cycle lanes, no direct bus routes where you need to go, you do not own a bike etc.

7. Is there anything that would encourage you to travel more sustainably? e.g. better lit routes, cheaper public transport, bicycle training etc.

8. Do you have any further transport related comments or concerns you would like to raise? For example are there any issues you would like to raise regarding a journey you regularly make, or are there any issues relevant to the development you would like to raise?



Appendix E – MSOA South Gloucestershire 027 Census 2011 Travel to Work Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
usual residence E02003116 : South Gloucestershire 027 (2011 super output area - middle layer)

Method of travel to work	place of work			
	England	England and Wales	United Kingdom	Wales
Work mainly at or from home	0	0	0	0
Underground, metro, light rail or	1	1	1	0
Train	8	8	8	0
Bus, minibus or coach	269	269	269	0
Taxi	9	9	9	0
Motorcycle, scooter or moped	53	54	54	1
Driving a car or van	2,000	2,008	2,008	8
Passenger in a car or van	216	217	217	1
Bicycle	105	105	105	0
On foot	282	284	284	2
Other method of travel to work	5	5	5	0

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

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