

## **I 1.5.1 TRAVEL PLANS**



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## Travel Plan

CGD

Block C, Redcliff Quarter, Bristol

Date: August 2021

Prepared by: Key Transport Consultants Ltd

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## Document Control Sheet

Project Ref: 1122, Redcliff Quarter, Block C

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Date: June 2021

	Name	Position	Signature	Date
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Revision	Date	Description	Prepared	Reviewed	Approved
1.1	June 2021	For planning application	PJM	PJM	PJM
1.2	Aug 2021	Minor updates for planning	PJM	PJM	PJM

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## **EXECUTIVE SUMMARY**

The proposals are to construct student residential accommodation for 374 beds comprised of studios, Wheel Chair Accessible Studios, Twodios, Threedios and en-suite rooms. At ground level there will be an entrance lounge and amenity space along with plant and refuse for ease of access and servicing. 96 secure cycle parking spaces are provided at ground floor level for residents and 32 cycle parking spaces within the public realm for visitors. No car parking is provided as part of the development. A loading layby is proposed to the east of the development on St Thomas Street as part of the adjoining Redcliff Quarter scheme, and this would be used for servicing as well as drop off/collection arrangements at the beginning and end of the academic year for students residing at the development.

As the proposed development is effectively car free the key issue with the Travel Plan is providing information to occupants on sustainable transport options, which will be done during the marketing of the student accommodation, as well as information once occupants are resident on site.

It is proposed that Bristol City Council (BCC) would be appointed as Travel Plan Co-ordinator for the development. BCC will therefore be responsible for implementing appropriate measures and monitoring.

# **1 INTRODUCTION**

## **1.1 BACKGROUND**

- 1.1.1 Key Transport Consultants (KTC) is retained by CGD to provide transport advice for Block C of the major development of the brownfield site referred to as Redcliff Quarter in central Bristol. This Travel Plan has been produced to accompany the planning application for the proposed student accommodation.
- 1.1.2 The development site is located in the Redcliffe neighbourhood, south of Bristol's main city centre shopping area. Formerly an area of warehousing and light industry, the surrounding buildings now comprise predominantly offices and flats, with a few retail units. Redevelopment of the area is ongoing and several new office blocks and flats have been constructed around the site. Another student accommodation block is currently under construction on St Thomas Street.
- 1.1.3 The application site previously formed part of a larger planning application for the redevelopment of Redcliff Quarter (granted planning permission in 2017, reference 16/02349/F, and subsequent planning permissions 17/06948/X and 18/05982/X). Parts of the previous application (Block A and Block B) have been developed and thus the permission has been implemented and is extant. An application for Blocks D-H for a primarily residential development along with an element of retail/food and beverage and office floor space, with associated car and cycle parking was registered in May 2021 under reference 21/02574/F.
- 1.1.4 This current application relates to Block C which lies adjacent to north-west of the area still to be developed. Permission was previously granted for a 236 bed hotel under applications 18/05982/X and 19/06016/COND. The new application is for student residential accommodation providing 374 beds.
- 1.1.5 The site is bounded by St Thomas Street to the east. An unadopted pedestrian street, Cross Street, constructed as part of an earlier phase of Redcliff Quarter links St Thomas Street and Redcliff Street immediately to the north of the development.
- 1.1.6 This Travel Plan will be used to encourage and monitor sustainable travel by residents to and from the development.
- 1.1.7 This document sets out the accessibility of the site, a travel plan strategy, travel plan objectives, measures and an action plan. A separate Transport Statement has been prepared.
- 1.1.8 It is intended that Bristol City Council will implement the Travel Plan and a S106 payment covering the BCC fee will be paid.

## 1.2 DEVELOPMENT

<b>Planning Application Number (where known)</b>	To be confirmed
<b>Name of Developer</b>	CGD
<b>Name of Development</b>	Block C, Redcliff Quarter, Bristol
<b>Development Address and Postcode</b>	Redcliff Quarter, BS1 6JJ
<b>Use Class</b>	C2
<b>Brief Description of Development</b>	Student accommodation with amenity space at ground floor level and ancillary facilities including cycle storage.
<b>Size – no. of dwelling units/GFA</b>	<ul style="list-style-type: none"> <li>• Total rooms: 374 (57% studio / 43% shared) comprising: <ul style="list-style-type: none"> <li>○ Club Studios: 65</li> <li>○ Studios: 139</li> <li>○ WCA Studios: 19</li> <li>○ Twodios: 22</li> <li>○ Threedios: 33</li> <li>○ En-suite rooms: 96</li> </ul> </li> <li>• Ground level entrance lounge and amenity space</li> <li>• Ground level plant, refuse and cycle storage for ease of access and servicing.</li> </ul>
<b>Planned Date of Opening</b>	To be confirmed

1.2.1 The proposed site layout is provided as **Appendix A**.

1.2.2 At ground level there will be an entrance lounge and amenity space. Ancillary uses are also located at ground level; plant and refuse, and cycle storage for ease of access and servicing.

1.2.3 Pedestrian access for the students will be from Cross Street, the new pedestrianised private street linking St Thomas Street and Redcliff Street.

### **Cycle Parking**

1.2.4 The development proposals include 96 secure cycle spaces for students, these will be provided in the secure ground floor cycle store, being provided in two-tier stands with some (24 spaces) Sheffield stands also. A cycle maintenance stand is included and e-bike charging. A separate access from St Thomas Street is provided via a ramp to the cycle store.

1.2.5 There will also be 16 Sheffield stands (32 spaces) in the public realm for visitors. These will be positioned on Cross Street as illustrated in the Design and Access Statement.

## **Vehicular Access**

- 1.2.6 The scheme is car free. Student residents will be made aware of the car free nature of the scheme and the availability of online resources for sustainable modes of transport including cycle maps and public transport information.
- 1.2.7 The management company responsible for the building will produce Servicing/Management Plans, including for drop off/collection weekends, and the collection of refuse and recycling.
- 1.2.8 The loading bay immediately adjacent to the application site fronting onto St Thomas Street that will be constructed as part of the adjacent development will accommodate use by refuse and servicing vehicles, as well as for use during student drop off/collection weekends.
- 1.2.9 Refuse and recycling stores for the student accommodation are proposed within the ground floor of the development with access via St Thomas Street convenient for the loading bay.
- 1.2.10 The planning application 21/02574/F for the remainder of the Redcliff Quarter development includes for significant works to the three streets surrounding the development. The works include narrowing carriageways and widening footways, with on-street metered car parking re-provided in parking bays off the narrowed carriageways. Servicing of the wider development is also catered for by loading bays designed into the highway works. KTC drawing number 1122-B-001 showing Block C and the highway works associated with the remainder of Redcliff Quarter under that planning application is enclosed at **Appendix A**.

## **On-Street Car Parking**

- 1.2.11 On-street short stay car parking will be available on St Thomas Street but students residing at the development will not be entitled to a residents parking permit. Spaces on St Thomas Street and Redcliff Street being created by the adjoining development are proposed for Car Club vehicles.

## **2 POLICY**

2.1.1 The relevant Travel Plan policies are:

### **National Planning Policy Framework (July 2021)**

2.1.2 Paragraph 105 of NPPF states: “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.”

2.1.3 Paragraph 113 states “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

### **Bristol City Council Core Strategy (June 2011)**

2.1.4 Core Strategy Policy BCS10 Transport and Access Improvements includes the following: “The council will support the delivery of significant improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports the proposed levels of development.”

### **Bristol City Council Site Allocations and Development Management Policies (July 2014)**

2.1.5 Policy DM23 covers Transport Development Management. This sets out the transport and traffic considerations that development proposals should address and includes a schedule of parking standards (Appendix 2). The supporting text to Policy DM23 expressly notes, however, that this policy applies across the city except the city centre. It states that separate policies for parking and movement in the city centre are set out in the Bristol Central Area Plan.

### **Bristol Local Plan Review - Draft Policies and Development Allocations - Consultation March 2019**

2.1.6 The review of the Local Plan is ongoing. A new local plan is due to be adopted by autumn 2023. A consultation was undertaken from March to May 2019. Not all policies are proposed to be changed.

2.1.7 Draft Policy H7: Managing the development of purpose-built student accommodation is set out in the document and addresses the growth in student numbers in Bristol. The policy discusses locations for student accommodation as well as the impact on surrounding communities and areas. In particular it is noted that there should be a management regime and the developments should be car free.

### **Bristol Central Area Plan (March 2015)**

- 2.1.8 The site is located within the Bristol Central Area, within the Redcliffe Neighbourhood. The BCAP contains a number of transport policies including Policy BCAP29: Car and cycle parking in Bristol City Centre which states: “The Parking Standards Schedule at Appendix 2 to the Site Allocations and Development Management Policies set out maximum car parking standards and minimum cycle parking and disabled car parking standards for new development in Bristol. These standards will also apply within the Central Area Plan area but, where appropriate in Bristol City Centre, a significantly lower level of car parking provision will be expected.”

### **West of England Joint Local Transport Plan 4 2020 – 2036 (March 2020)**

- 2.1.9 JLTP4 aims to achieve a well-connected sustainable transport network that works for residents, businesses and visitors across the region; a network that offers greater, realistic travel choices and makes walking, cycling and public transport the natural way to travel.#
- 2.1.10 It goes on to say: “Through the development of local parking strategies, we will continue to manage parking to control future traffic demand, including policies for on-street parking, off-street parking and residential parking schemes where appropriate. The design and location of new developments and at workplaces, as well as the numbers of spaces, will help to manage demand and reduce the dependency on the private car. All day parking will be controlled in a way to discourage users who could transfer to lower carbon travel choices.”

### **3 SITE AUDIT AND ACCESSIBILITY**

#### **3.1 THE SITE**

- 3.1.1 This chapter provides an overview of the current travel and transport situation at the development site. It is based upon the findings of a thorough audit of the existing site conditions, the current site use and surrounding travel networks.
- 3.1.2 The development site is located in Redcliffe, south of Bristol's main city centre shopping area. The Redcliffe area is a mixture of modern and historical buildings and streets, and is dominated by the 15th Century St Mary Redcliffe Church, the tallest building in Bristol and one of the largest parish churches in the country.
- 3.1.3 The location of the development site can be seen in a strategic context in **Figure 1**, and a local context in **Figure 2**.
- 3.1.4 Pedestrian access to the site is from Cross Street with a separate access to the cycle store. This is shown in the layout plans included at **Appendix A**.

#### **3.2 LOCAL HIGHWAY NETWORK**

- 3.2.1 The site is bounded to the east by St Thomas Street. Cross Street, a recently constructed unadopted pedestrian street, links St Thomas Street and Redcliff Street immediately to the north of the site.
- 3.2.2 The buildings in the area are very spaced out, allowing wide single carriageway roads to dominate the urban environment. The roads in the vicinity of the site, average a width of approximately 12m, with 3m footways along either side. On-street parking bays are marked out but when these are occupied by few if any cars, the road has a very wide appearance. Consequently the roads and traffic dominates the street scene.
- 3.2.3 All the roads in the vicinity of the development site are subject to a 20 mph speed limit and have street lighting.
- 3.2.4 As noted earlier, the roads in the area are due to be significantly improved as part of the adjoining Redcliff Quarter development with narrower carriageways and wider footways as befitting this city centre location.
- 3.2.5 The roads surrounding the development site have historically been used to rat-run between the A420 Old Market Roundabout, B4053 Victoria Street and Redcliff Hill/Redcliffe Way, avoiding the often heavily congested route through Temple Circus. The Temple Circus gyratory has been replaced with two traffic signal controlled junctions. The northern junction is the Temple Gate/Victoria Street/Temple Way/Friary junction and the southern junction is the Temple Gate/Redcliff Way junction.
- 3.2.6 The B4053 Victoria Street is one of the main routes into the Broadmead city centre shopping area and has been an important north – south link across the Floating Harbour on Bristol Bridge from the A4, A37, and Temple Meads station to areas in central and north west Bristol. The recent permanent closure of Bristol Bridge to general traffic will have had an impact on traffic flows on Victoria Street.

- 3.2.7 Redcliff Street previously met the B4053 Victoria Street at a left-in/left-out priority junction but, as part of the Bristol Bridge closure, the junction now allows all movements, albeit, private vehicles are not permitted to cross Bristol Bridge. Victoria Street also meets St Thomas Street East at a priority ghost island junction.
- 3.2.8 Redcliffe Way is a dual carriageway standard east – west route connecting Queen Square to Temple Gate. To the west of the St Mary Redcliffe Roundabout, Redcliffe Way is a key public transport link, with the majority of routes travelling between Redcliffe Way west and Redcliff Hill.
- 3.2.9 The A38 Redcliff Hill is a north – south dual carriageway link between Bedminster and south west Bristol to central Bristol and destinations beyond.
- 3.2.10 Redcliff Street meets Redcliffe Way and Redcliff Hill at the St Mary Redcliffe Roundabout. Three of the four approaches to this junction are dual carriageways. The junction has zebra crossings on all arms, with the Redcliff Street crossing forming part of the Brunel Mile, a pedestrian and cycle route between Temple Meads Station and Harbourside.
- 3.2.11 The junction is a busy link for traffic travelling around the city centre, and normally experiences very high pedestrian movements in the morning and evening peaks as it lies on the main pedestrian route between the city centre and Temple Meads Station. The pedestrian priority afforded by the Zebra crossing of Redcliff Street can result in peak hour traffic queuing back along Redcliff Street and Three Queens' Lane.
- 3.2.12 It has been a long-standing aspiration to replace St Mary Redcliffe Roundabout with a traffic signal controlled junction as part of a scheme to upgrade Redcliffe Way.

### 3.3 SITE ACCESSIBILITY

#### ***Walking and Cycling***

- 3.3.1 The locations of various key local facilities are shown on **Figure 3**. This plan includes straight-line walking radii for 400m, 800m, 1,200m and 1,600m. These represent an approximate walking travel time of 5, 10, 15 and 20 minutes respectively.

Facilities within 400m of the site include:

- A number of convenience stores including the Co-operative Food and Tesco Express;
- Bus stops on Redcliff Hill and Temple Way serving UWE Frenchay Campus;
- Queen Square Dental Clinic;
- Bristol Dental Practice;
- Bristol Old Vic; and
- Bridge View Medical Surgery.



Facilities within around 800m of the site include:

- A number of convenience stores including Sainsbury's Local and Tesco Express;
- Bristol Hippodrome;
- Broadmead shopping area (which provides an extensive range of services and facilities, including extensive retail opportunities);
- Broadmead Medical Centre;
- Post Office;
- Bristol Temple Meads Railway Station and the proposed University of Bristol Temple Quarter Enterprise Campus;
- Redcliffe Pharmacy; and
- Bristol Beacon (music venue)

3.3.2 Facilities within 1200m of the site include:

- University of Bristol;
- Bedminster Railway Station;
- East Street (which provides an extensive range of services and facilities, including retail opportunities),
- Asda Supermarket;
- Bristol Library;
- Bristol Bus Station;
- Bristol Royal Infirmary; and
- Cabot Circus Shopping Centre

3.3.3 The Temple Quay business district and Bristol Harbourside are within a 10 minute walk.

3.3.4 Cycling is another travel option from the site, and the local roads link into National Cycle Route 4 which extends across Castle Park, across the Centre and towards Clifton. A plan showing cycle routes is enclosed as **Appendix B**.

### ***Buses***

3.3.5 The development site is well located for easy access to local bus services. The site is within 400m (a 5 minute walk) of multiple bus stops including a Metrobus stops located on Temple Way and Redcliff Hill. Local bus stops are shown on Figure 2.

3.3.6 Table **3.1** below identifies the bus services and frequencies operating nearest to site. The bus services and frequencies are as of January 2021. Due to the Covid-19 pandemic, these may not represent typical bus times and so bus timetables are not provided at this time.

Table 3.1: Bus Services Nearest to Site						
Service	Route	Mon-Fri		Sat		Sun
		Day	Eve	Day	Eve	
1 (First)	Broom Hill – Broadmead – Cribbs Causeway	12 mins	30 mins	15 mins	30 mins	20 mins
	Cribbs Causeway – Broadmead – Broom Hill	12 mins	30 mins	15 mins	30 mins	20 mins
2 (First)	Stockwood – Broadmead – Cribbs Causeway	15 mins	30 mins	20 mins	30 mins	20 mins
	Cribbs Causeway – Broadmead - Stockwood	15 mins	30 mins	20 mins	30 mins	20 mins
2A (First)	Stockwood – Broadmead – Southmead	15 mins	-	20 mins	-	-
	Southmead – Broadmead - Stockwood	15 mins	-	20 mins	-	-
91 (First)	Hengrove – Bristol Centre	30 mins	40 mins	Hourly	Hour	Hourly
	Bristol Centre - Hengrove	30 mins	Hourly	Hourly	Hour	Hourly
92 (First)	Hengrove – Bristol Centre	30 mins	Hourly	30 mins	Hour	Hourly
	Bristol Centre - Hengrove	30 mins	Hourly	30 mins	Hour	Hourly
39 (First)	Bath – Newbridge – Saltford – Keynsham – Brislington - Bristol	30 mins	30 mins	20 mins	20 mins	15 mins
70 (First)	Frenchay – Bristol Centre	-	30 mins	-	30 mins	30 mins
	Bristol Centre - Frenchay	-	30 mins	-	30 mins	30 mins
73 (First)	Bristol Centre – Bristol Parkway – Cribbs Causeway	15 mins	30 mins	30 mins	30 mins	30 mins
	Cribbs Causeway – Bristol Parkway – Bristol Centre	15 mins	30 mins	30 mins	30 mins	30 mins
X39 (First)	Bath Bus Station – Newbridge Road- Saltford – Brislington – Bristol Bus Station	12 mins	-	15 mins	-	-

### **Metrobus**

- 3.3.7 The M1 and M3 Metrobus services provide very frequent services between a stop on Redcliff Hill, within 400m of the site, and the UWE Frenchay Campus.
- 3.3.8 The M2 Metrobus service calls at the Temple Gate stop, within 400m of the site, and provides services between Long Ashton Park & Ride and the city centre. The stop at Ashton Gate is reasonably convenient for the UWE Bower Ashton Campus.

### **Rail**

- 3.3.9 Temple Meads rail station is some 10 minute walk to the south east of the site.

### **Ferry**

- 3.3.10 Ferry services operate on the Floating Harbour and are accessible from the Redcliff Back landing less than 2 minutes' walk from the site. However, limited services are currently operating.

## **4 AIMS, OBJECTIVES AND OUTCOMES**

4.1.1 The objective of this Travel Plan is to achieve the following 'outcomes':

- Minimise single occupancy car travel to and from the development
- Identify which measures are needed to maximise the use of non-car travel
- Lead to a change in the travel behaviour of individuals to a sustainable mode of travel and then maintain that change
- Identify ways of reducing the need to travel to and from the development

4.1.2 The core aim of this Travel Plan is to reduce single occupancy vehicle trips to and from the site, through restrictions on car ownership and increased use of public transport, walking and cycling.

4.1.3 As no resident car parking will be made available on-site, it is not considered necessary to specify mode share targets for this development although this would be a choice for Bristol City Council (BCC) as it is proposed that BCC is appointed Travel Plan Co-ordinator.

4.1.4 BCC as Travel Plan Coordinator will be responsible for the implementation and management of measures, and for monitoring of the Travel Plan.

## **5 MANAGEMENT AND DELIVERY STRUCTURE**

### **5.1 MANAGEMENT**

- 5.1.1 It is proposed that Bristol City Council will be appointed as Travel Plan Coordinator (TPC) and will be responsible for management of the Travel Plan.

## **6 MEASURES AND INITIATIVES**

- 6.1.1 It is proposed that Bristol City Council will be appointed as Travel Plan Coordinator and will be responsible for implementing appropriate measures and initiatives.

### **Start of University Year**

- 6.1.2 The development will prohibit the ownership of a private vehicle by any student resident. This will be set out in the tenancy agreements signed by the students. Management plans will be put into place to allow a use of the loading bay by students on move in/out days.
- 6.1.3 For the start of term when students arrive to move into the accommodation, students would be assigned an arrival time and date, and provided with a parking space for up to 20 minutes to drop off belongings. This is significantly in excess of the 10 minute period that we have been advised as being necessary for a car to be unloaded onto a trolley and the car then driven offsite as outlined in the Transport Statement. Space will also be reserved for students missing their allocated slot.

## **7      ACTON PLAN AND BUDGET**

- 7.1.1    It is proposed that Bristol City Council will be appointed as Travel Plan Coordinator (TPC) and will be responsible for implementing appropriate measures and initiatives.

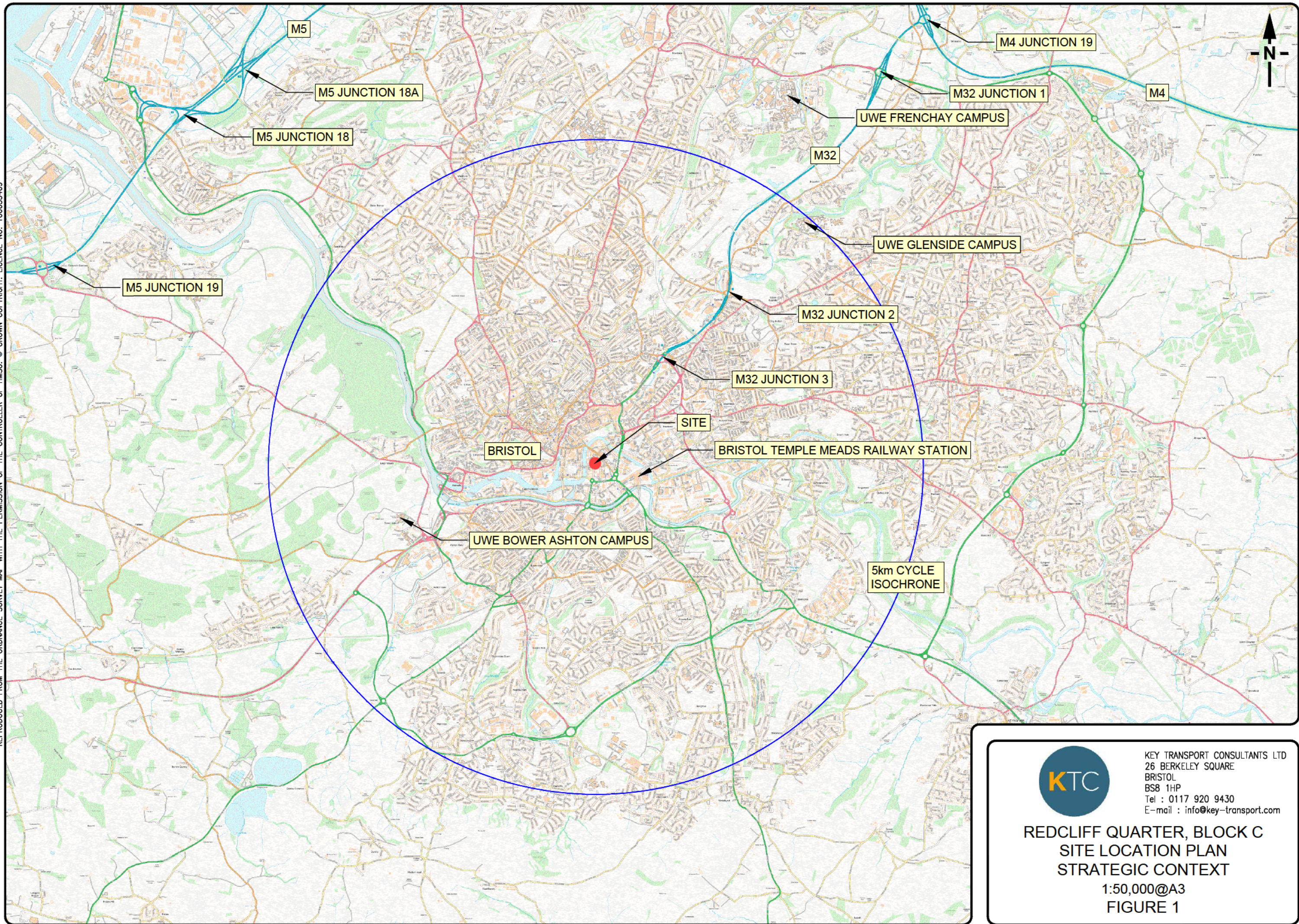
## **8 TARGETS, MONITORING AND REVIEW**

- 8.1.1 It is proposed that Bristol City Council is appointed as Travel Plan Coordinator (TPC) and BCC will therefore be responsible for any targets, monitoring and review.



## FIGURES

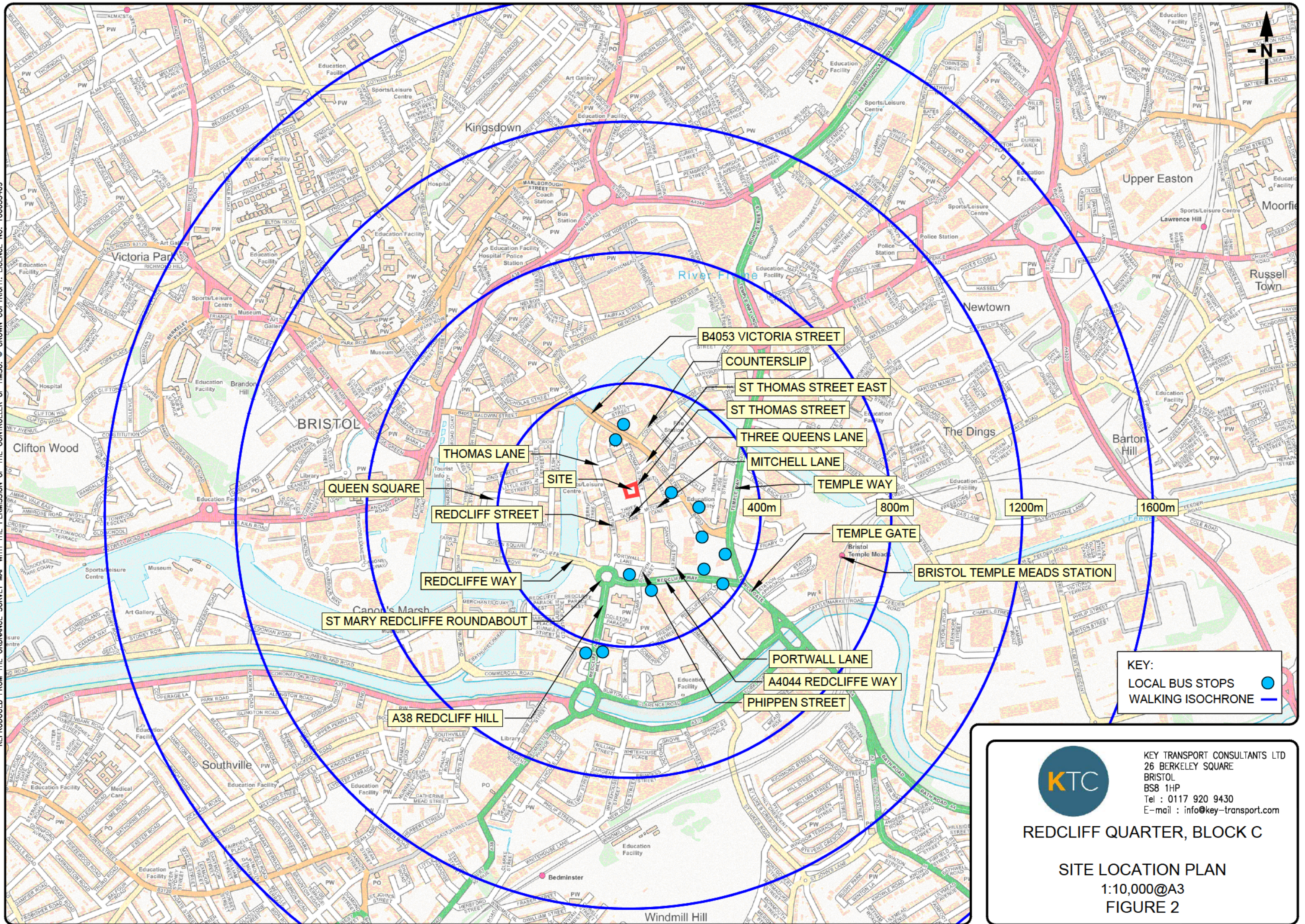




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REDCLIFF QUARTER, BLOCK C  
SITE LOCATION PLAN  
STRATEGIC CONTEXT  
1:50,000@A3  
FIGURE 1



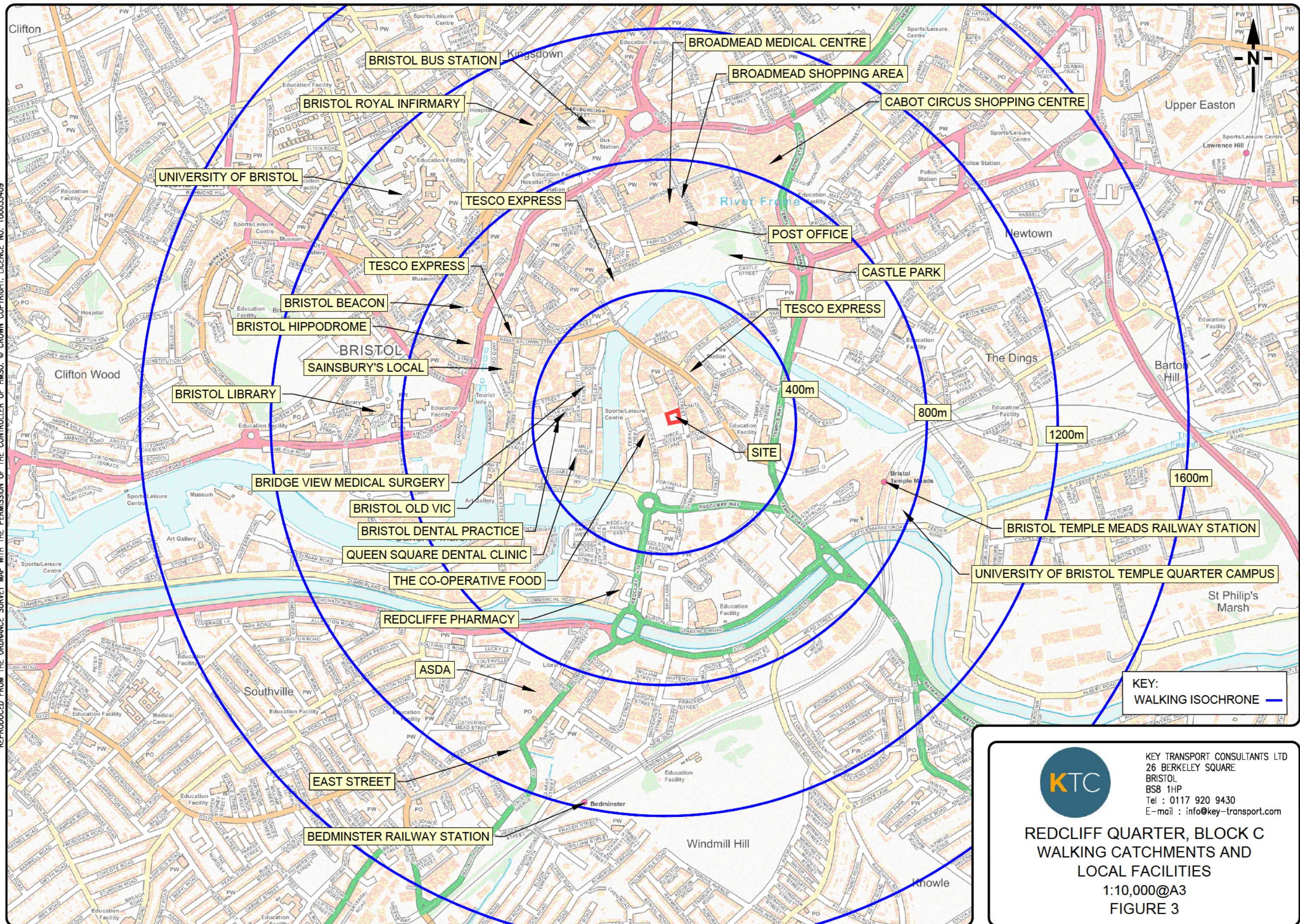


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REDCLIFF QUARTER, BLOCK C

SITE LOCATION PLAN  
1:10,000@A3  
FIGURE 2





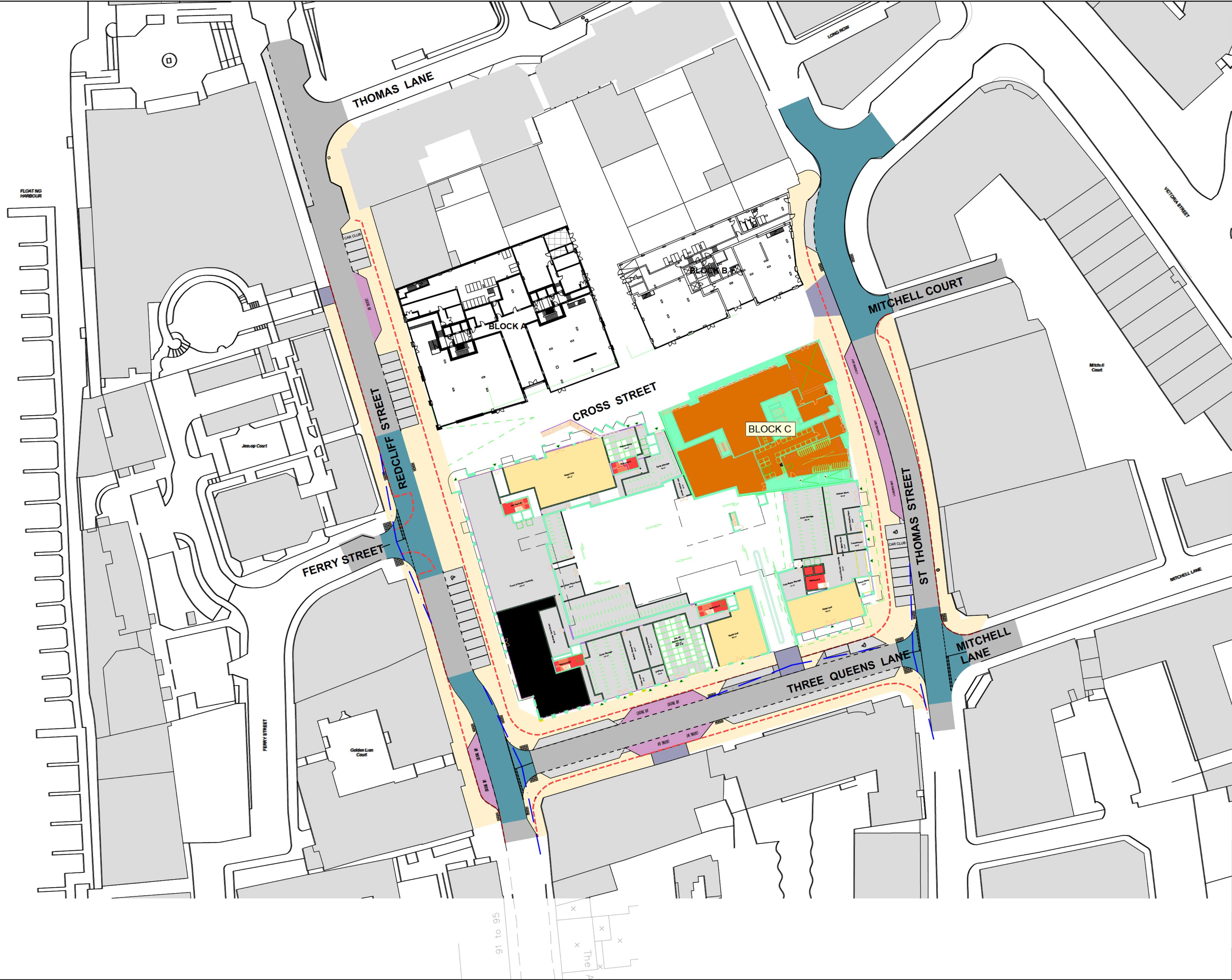
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E-mail : info@key-transport.com

**REDCLIFF QUARTER, BLOCK C  
WALKING CATCHMENTS AND  
LOCAL FACILITIES**  
1:10,000@A3  
FIGURE 3



## **APPENDIX A**






KEY	
	PROPOSED KERBLINE
	CARRIAGEWAY
	PARKING
	FOOTWAY
	PROPOSED FOOTWAY CROSSINGS
	PROPOSED SPEED TABLE AND TERMINAL RAMP (25mm KERB UPSTAND)
	LOADING BAYS
	PROPOSED DROPPED KERB & TACTILE PAVING
	EXISTING KERBLINE

REV	DR	CH	PA	DATE	REV	DR	CH	PA	DATE

NOTES	
DRAWING FOR BLOCK C BASED ON tp bennett drawing number 10013	

BLOCK C - REDCLIFF QUARTER					
PROPOSED HIGHWAY WORKS DELIVERED BY THE ADJOINING REDCLIFF QUARTER DEVELOPMENT					
DRAWN BY	CHECKED BY	PASSED BY	DATE	SCALES @ A1 SIZE	ISSUE STATUS
BE	PJM	PJM	JUN 21	1:500	PRELIMINARY

CGD7 LTD	
 <div>KEY TRANSPORT CONSULTANTS LTD 26 BERKELEY SQUARE BRISTOL BS8 1JP Tel : 0117 920 9430 E-mail : info@key-transport.com</div>	
DRAWING NUMBER	REV.
1122-B-001	



## **APPENDIX B**





### Key, signs and symbols

**Signed cycleways**

- On road Traffic free Downs Way
- Bristol to Bath Railway Path
- Portway
- Whitchurch Way
- River Avon Trail
- Malago Greenway
- Frome Valley Greenway
- Concorde Way
- Festival Way
- Filwood Greenway
- Wesley Way
- Southmead Quietway

**Other information**

- Traffic-free cycle route
- Subway / Bridge / Tunnel (Indicates continuous route under road)
- Linking routes
- Bus / Cycle lane
- National Cycle Network route number
- Closed road with cycle exemption
- Cycle contra flow
- One way
- Space shared with pedestrians
- A road
- M32 Motorway
- Railway / Station
- Footbridge

**Better By Bike**

- Public bike pump / BMX

**Symbols**

- Tourist information / Museum
- Historic attraction / View point
- P of W of historic interest / Other attraction
- University / College / School
- Hospital / Bus or coach station / Library
- Sports or leisure centre / Theatre

Contours are shown as 10 metre intervals

Whilst every effort has been made to ensure the accuracy of these maps, Bristol City Council, FourPoint Mapping and partners cannot be held responsible for any errors or omissions.

Users of these routes do so at their own risk.