



now part of



Land West of Park Farm, Thornbury

Framework Travel Plan

On behalf of **Barwood Development Securities Ltd & North West Thornbury
Landowner Consortium**

Project Ref: 39209/5505 | Rev: F | Date: August 2020

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1 Introduction

1.1 Introduction

- 1.1.1 Peter Brett Associates LLP, now part of Stantec, (PBA) has been commissioned by Barwood Development Securities Ltd & North West Thornbury Landowner Consortium (the Developer) to provide highway and transport advice in support of a mixed use residential-led development on Land West of Park Farm, Thornbury.
- 1.1.2 This Framework Travel Plan (FTP) has been prepared in accordance with the Planning Practice Guidance (PPG) and therefore provides an overview of the proposed development, sets out an assessment of the transport issues associated with the site, and identifies a package of transport measures aimed at encouraging sustainable travel, managing the existing transport networks and mitigating the residual transport impacts of the development.
- 1.1.3 This FTP is prepared in the context of outline planning permission for up to 595 dwellings, land for a Primary School and a retail/community hub on approximately 36Ha of land to the north west of Thornbury. The FTP primarily relates to the residential element on site, but provides a framework within which other uses on site will be required to operate.
- 1.1.4 This Report should be read in conjunction with the Transport Assessment (TA) that has also been prepared by PBA in support of the planning application.

1.2 Site Location and Development Proposals

- 1.2.1 The development site is located on approximately 36Ha of land to the north west of Thornbury. The site is bound by Oldbury Lane to the north, agricultural fields to the west and south, and a new development currently under construction to the east, known as Park Farm. The proposals comprise the following:
- Up to 595 residential dwellings;
 - Land for a Primary School;
 - Land for a Neighbourhood Hub (to include up to 700sqm of retail and community uses);
 - Two vehicular access junctions from Oldbury Lane; and
 - A sustainable travel corridor, including bus, cycle and pedestrian links, south east through to the Park Farm development.
- 1.2.2 A copy of the illustrative masterplan of the proposed development is contained at **Appendix A**.

1.3 Type, Aims and Objectives of this Travel Plan

- 1.3.1 This Travel Plan constitutes a Framework Travel Plan. At this outline planning stage, the exact details of the site remain flexible and subject to change through the detailed design process. In accordance with best practice for mixed-use sites and travel plans for outline applications, a Framework Travel Plan (FTP) is the most appropriate type of travel plan.
- 1.3.2 This FTP will set out a holistic package of measures designed to reduce single occupancy car use associated with the proposed development, by supporting and providing alternative forms of transport. These measures will be integrated into the design, marketing, and occupation of the site. Therefore, the broad aims and objectives of the Travel Plan are to:

- Reduce reliance on the private car, with a strategy of mode shift away from single occupancy private car trips;
- Build upon good urban design principles that maximise the permeability of the development for promoting alternative sustainable modes of travel such as walking, cycling, public transport use and car-sharing; and
- Reduce road traffic congestion and damage to the environment through mitigating the impact of additional traffic generation through the use of sustainable transport measures, in line with the approach advocated by Government policy.

1.3.3 This FTP constitutes a working document that will be regularly reviewed and updated as part of a commitment to ensuring traffic impacts from the development are minimised.

1.4 Content of FTP Report

1.4.1 This report includes the following sections:

- Policy Review;
- Existing Transport Conditions;
- Proposed Travel Plan Measures; and
- Implementation, Monitoring and Targets;

2 Policy Review

2.1 Introduction

- 2.1.1 A review has been undertaken of both national and local transport policy documents in order to inform the development proposals. This section of the report sets out the key relevant policies and demonstrates how the development proposals accord and comply with these policies.

2.2 National Planning and Transport Policy Context

National Planning Policy Framework (NPPF) - 2019

- 2.2.1 The revised National Planning Policy Framework (NPPF) came into force in February 2019 and replaced the 2012 edition of the NPPF, as well as the 2018 update. The presumption in favour of sustainable development remains the core objective of the NPPF (paragraph 10 states that “*So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development*”).
- 2.2.2 To promote sustainable transport, paragraph 108 states that “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- a. appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b. safe and suitable access to the site can be achieved for all users; and
 - c. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 2.2.3 Additionally, paragraph 111 of the NPPF states “All developments that 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.”
- 2.2.4 In Section 9 ‘Promoting sustainable transport’, paragraph 102 states that “Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a. the potential impacts of development on transport networks can be addressed;
 - b. opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c. opportunities to promote walking, cycling and public transport use are identified and pursued;
 - d. the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - e. patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”

2.2.5 Paragraph 109 of the NPPF states “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe

Planning Practice Guidance

2.2.6 With particular relevance to this FTP, the Government’s web-based Planning Practice Guidance (PPG) on “*Travel plans, transport assessments and statements in decision-taking*” has been reviewed.

2.2.7 This guidance note sets out section dedicated to “*Why [are] Travel Plans, Transport Assessment and Statements important*”, citing the following points:

- *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.*

2.2.8 Under the section “*What key principles should be taken into account in preparing a Travel Plan, Transport Assessment or Statement?*” the note states that ‘*Travel Plans, Transport Assessments and Statements should be:*

- *Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *Established at the earliest practicable possible stage of a development proposal;*
- *Tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally); and*
- *Brought forward through collaborative ongoing working between the local planning authority/Transport Authority, transport operators, Rail Network Operators, Highways England (formally Highways Agency) where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).’*

2.2.9 The Guidance also sets out the ways in which these documents can be made to be as useful and accessible as possible – by ensuring that any information or assumptions should be set out clearly and be publicly accessible.

2.2.10 Under the section “*When is a Travel Plan Required?*” the note lists considerations that Local Authorities should take when deciding whether a Travel Plan is required for a given site. The following considerations are of relevance to the site:

- *The scale of the proposed development and its potential for additional trip generation;*

- Existing intensity of transport use and the availability of public transport;
- Impact on other priorities / strategies (such as promoting walking and cycling);
- The cumulative impacts of multiple developments within a particular area;
- Whether there are particular types of impacts around which to focus the Travel Plan (e.g. minimising traffic generated at peak times); and
- Relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development.

DfT Circular 02/13: The Strategic Road Network and the Delivery of Sustainable Development'

2.2.11 This document sets out the way in which Highways England (formally Highways Agency) will engage with communities and the development industry to deliver sustainable development whilst safeguarding the primary function and purpose of the strategic road network. With regards to Travel Plans, the Circular states in para 28:

- *“The preparation and implementation of a robust travel plan that promotes use of sustainable transport modes such as walking, cycling and public transport is an effective means of managing the impact of development on the road network, and reducing the need for major transport infrastructure.”*

2.3 Local Planning and Transport Policy

West of England, Joint Local Transport Plan 4 (2020-2036)

- 2.3.1 The Joint Local Transport Plan 4 (JLTP4) sets out the policy framework for the period between 2020 up to 2036. The JLTP4 was formally adopted by South Gloucestershire Council, Bristol City Council, North Somerset Council and Bath and North East Somerset Council in March 2020.
- 2.3.2 Its vision is for a transport system that strengthens the local economy, improves access, ensures alternatives to the car are a realistic first choice as well as being affordable, safe, secure, reliable, simple to use and available to all. To deliver the JLTP4, South Gloucestershire Council are working with the other WoE authorities, the WoE Local Enterprise Partnership, Highways England, Network Rail and public transport operators.
- 2.3.3 The JLTP4 mentions the importance of travel planning in addressing travel to work and states, at Section 5 (page 35), that the WoE authorities are seeking to improve connectivity by focussing on travel plans, improvements to walking and cycling, reducing the need to travel and improving air quality. . It also identifies potential MetroBus and rail extensions to Thornbury and suggests it could be a location for a Park and Ride site in the future.

South Gloucestershire Core Strategy (2006 - 2027)

- 2.3.4 The South Gloucestershire Development Plan comprises three documents, one of which is the Core Strategy 2006-2027 which was adopted on 11th December 2013. The Core Strategy is the key document forming the strategic vision for South Gloucestershire. It sets out the vision for the area based on evidence, community objectives and the detailed spatial strategy for future development in South Gloucestershire to 2027.
- 2.3.5 The Core Strategy sets out the general location of development, its type and scale, as well as the strategy for protecting what is valued about the area.

2.3.6 Policy CS8 – Improving Accessibility – states the following with regards to promoting sustainable travel options:

‘3. Provision and Promotion of sustainable travel options. All new development proposals of a sufficient scale will be encouraged to reduce greenhouse gas emissions, travel demand and support travel by means other than the private car, particularly to significant destinations such as educational establishments, hospitals, rail stations, bus interchanges and employment areas. This will be achieved through

- the provision of, and integration of walking, cycling and public transport infrastructure into the local network;*
- providing mixed use developments in appropriate locations;*
- the active promotion of a Green Travel Plan approved by the Council;*
- the provision of shower and changing facilities for use by staff in commercial and business premises;*
- contributions to bus services, and other initiatives such as commuter and car clubs and community transport projects, as appropriate;*
- access to high speed broadband and installation of electrical sockets, storage and sufficient space in dwellings such that allows homeworking;*
- provision of facilities for charging plug-in or other ultra low emission vehicles.*

The Council will expect early implementation of sustainable travel infrastructure and initiatives in the construction and occupation of major schemes’

2.3.7 The priority of this Policy is to provide ‘users of new development with a range of travel options other than the private car’.

2.3.8 Section 15 of the Core Strategy looks specifically at Thornbury. The policies relating to transport in the vicinity of the proposed site are set out below;

Policy CS32 – Thornbury:

“9. maximise opportunities for sustainable travel by improving the legibility and publicity of bus routes through the town and enhancing opportunities for walking and cycling to, from and within the town and town centre”

South Gloucester Policies, Sites, and Places Plan (adopted November 2017)

2.3.9 The South Gloucestershire Policies, Sites and Places Plan Development Plan Document (DPD) (adopted November 2017) also forms part of the South Gloucestershire Development Plan. The DPD guides future planning decisions in the district.

2.3.10 The Policies, Sites and Places Plan DPD list 46 Development Management policies. With reference to travel planning, Policy PSP11 – Transport Impact Management states that development proposals will be acceptable where:

...9. Potentially significant transportation impacts are accompanied by an appropriate Transport Assessment and where necessary a Travel Plan.”

2.3.11 Paragraph 7.28 states that:

“...developments over 5,000m2 will be required to submit a Transport Assessment and Travel Plan.”

2.3.12 Paragraph 7.29 states:

“All developments that fall into the following thresholds will be required to submit an appropriate Transport Assessment or Statement (and a Travel Plan, where necessary):

- a) 30 or more two-way vehicle movements in any hour;
- b) 100 or more two-way vehicle movements per day;
- c) 100 or more parking spaces;
- g) *is a development likely to increase accidents or conflicts among motorised users and non-motorised users, particularly vulnerable road users such as children, disabled and elderly people, which will be required to submit a Travel Plan, in addition to a Transport Assessment.”*

2.3.13 Policy PSP11 relates to the management traffic from development proposals including appropriate walking and cycling distances, and requires that for developments:

“where some key services and facilities are not accessible by walking and cycling, are located on safe, useable walking routes, that are an appropriate distance to a suitable bus stop facility, served by an appropriate public transport service(s), which connects to destination(s) containing the remaining key services and facilities; and...

Potentially significant transportation impact are accompanied by an appropriate Transport Assessment and where necessary a Travel Plan.”

2.3.14 The appropriate walking and cycling distances as defined by PSP11 are replicated in **Table 2.1**.

Table 2.1: Proximity to key service and facilities (PSP11)

Key services and facilities (PSP11)	Appropriate walking and cycling distances (PSP11)
Retail (comparison) shops and services and/or Market towns and Town Centres (CS14 of Core Strategy)	1,200 metres
(Weekly) Superstore or supermarket	
(Day to Day) Smaller food (convenience) shops	
Local health services	800 metres
Pharmacy	800 metres
Dedicated community centres (defined by SGC)	800 metres
Post office	800 metres
Public House	800 metres
Secondary school	3 miles
Primary school	2 miles
Major employers. Designated Town Centres and Safeguarded Employment Areas (CS12 of Core Strategy)	2,000 metres

West of England Spatial Development Strategy and new Local Plan

2.3.15 South Gloucestershire are part of the emerging West of England Spatial Development Strategy (SDS) and are also bring forward a new Local Plan. These are currently at an early stage; with an initial Call for Sites currently being undertaken. Nothing further on these plans has been published at this time.

2.4 Relevance to the proposed development

2.4.1 This FTP has been developed with consideration of the travel planning policies identified above.

3 Existing Transport Conditions

3.1 Introduction

3.1.1 This section considers the existing transport conditions in the vicinity of the development site. It provides details of the site's location, its proximity to local facilities and amenities and its accessibility by walking, cycling and public transport, as well as providing an overview of the operation of the local highway network.

3.2 Site Location and Description

3.2.1 The site is located to the north west of Thornbury, which is approximately 19km north of Bristol city centre, in South Gloucestershire.

3.2.2 Thornbury is a market town with access to the A38, a north-south strategic corridor connecting to Bristol to the south and Gloucester to the north.

3.2.3 The site is presently agricultural fields, adjacent to a housing development currently under construction to the east, Park Farm. The site is south of Oldbury Lane and is bound on the western and southern sides by further agricultural fields.

3.2.4 The site's location in the context of the local and strategic highway network is illustrated in **Figure 3.1**.

3.3 Local Facilities and Amenities

3.3.1 Thornbury is a busy market town on the edge of the Cotswolds and Greater Bristol. As discussed above, the town has good access to both the M4 and M5 motorways and the A38. **Figure 3.2** demonstrates the accessibility of the site to key facilities and amenities. The following paragraphs summaries the facilities and amenities in the local area which are accessible to potential future residents.

3.3.2 In line with the local policy requirements set out within SGC's 'The Policies, Sites and Places Plan (PSP Plan, November 2017) the distances used here are 'as the crow flies' distances. As requested by SGC during scoping discussions distances have been provided from the nearest and furthest parts of the proposed site, and hence the range in figures quoted.

3.3.3 The Proposals include a Retail and Community Hub which provides an opportunity to deliver a range of the key services and facilities set out in PSP11. The planning application is not prescriptive on the precise nature of the uses which would be delivered, with this a matter for future reserved matter applications, however, the provision of up to 700m² of A1, A2 and D1 Uses could support the delivery of a community building and small-scale retail unit(s) within the Application Site. Importantly, these facilities would not only serve the residents of the proposed development, but also offer improved local facilities, within short walking and cycling distance of a significant number of existing and new residential developments in north Thornbury, thereby reducing the reliance on the private car.

Amenities

3.3.4 The nearest existing convenience shops are located in Thornbury Town Centre, the edge of which is 1.4-2.0km walking distance from the site. The town centre includes Aldi supermarket and other convenience and comparison stores. The nearest public house, Anchor Inn, is also 1.0-1.6km to the east of the site, on Gloucester Road.

Employment

- 3.3.5 Thornbury Town Centre, 1.4-2.0km southeast of the site, hosts many independent and chain shops, cafes and services. These facilities provide good opportunity for local employment. In addition, the Safeguard Employment Area at the north of the Town Centre is 2.3-2.9km from the site. Further south of the Town Centre is a large industrial estate, accessed from Midland Way, which hosts various businesses. The edge of the industrial estate is 2.0-2.6km from the site.
- 3.3.6 Outside Thornbury, Greater Bristol is to the south and Gloucester to the north. Both areas have a wide range of employment opportunities.

Education

- 3.3.7 The nearest existing primary school to the site is Manorbrook Primary School, which accommodates children from 5 – 11 years old and is located approximately 0.8-1.5km walking distance. The nearest secondary school is The Castle School, which is a 0.8-1.4km walking distance south of the site. The school accommodates pupils from 11 – 18 years of age.

Health

- 3.3.8 Thornbury Health Centre is located 1.2-1.8km south east of the site. The Health Centre includes the Streamside Surgery.

Community Centres

- 3.3.9 There are three identified existing Community Centres in Thornbury; Armstrong Hall, Turnberrie's and The Chantry, the closest of which is 1.1km from the application site.

Leisure

- 3.3.10 Opposite the site, on Oldbury Lane, is Oak Leaf Nurseries, a plant nursery which has a wide variety of garden shrubs for sale. Thornbury also has a local Rugby/Football club located 1.0-1.8km to the north on Gloucester Road. Thornbury Leisure Centre sits 2.3-2.9km south of the site. The Centre hosts many different fitness classes and contains a swimming pool, a gym, squash courts and Bowls Hall.

Walking Distances Guidance

- 3.3.11 **Table 3.1** lists key services and facilities and their appropriate walking and cycling distances as defined by the PSP Plan (PSP11). The corresponding distance from Land West of Park Farm site is provided for comparison. As previously stated, these are 'as the crow flies' distances for consistency with the PSP Plan.
- 3.3.12 As above, distances have been provided from the nearest and furthest parts of the proposed site. The distances presented have been agreed with SGC (email dated 2nd April 2020).

Table 3.1: Proximity to key service and facilities

Key services and facilities (PSP11)	Appropriate walking and cycling distances (PSP11)	Distance from nearest residential area	Distance from furthest residential area
Retail (comparison) shops and services and/or Market towns and Town Centres (CS14 of Core Strategy)	1,200 metres	1,910 metres to edge of town centre (24 min walk, 6 min cycle)	2,680 metres to edge of Town Centre (34 min walk, 8 min cycle)
(Weekly) Superstore or supermarket (Day to Day) Smaller food (convenience) shops		*Potential on-site provision	*Potential on-site provision
Local health services	800 metres	1,485 metres to Thornbury Health Centre (19 min walk, 5 min cycle)	2,250 metres to Thornbury Health Centre (28 min walk, 7 min cycle)
		*Potential on-site provision	*Potential on-site provision
Pharmacy	800 metres	1,670 metres (Eastland Road) (21 min walk, 5 min cycle)	2,440 metres (Eastland Road) (31 min walk, 8 min cycle)
		*Potential on-site provision	*Potential on-site provision
Community Centre	800 metres	1,865 metres (23 min walk, 6 min cycle)	2,635 metres (33 min walk, 8 min cycle)
		*Potential on-site provision	*Potential on-site provision
Post office	800 metres	1,910 metres (24 min walk, 6 min cycle)	2,680 metres (34 min walk, 8 min cycle)
		*Potential on-site provision	*Potential on-site provision
Public House	800 metres	1,443 metres (18 min walk, 5 min cycle)	2,215 metres (28 min walk, 7 min cycle)
Secondary school • The Castle Secondary School	3 miles	1,141 metres (14 min walk, 4 min cycle)	1,910 metres (24 min walk, 6 min cycle)
Primary school • Manorbrook Primary school	2 miles	1012 metres (13 min walk, 3 min cycle)	1,780 metres (22 min walk, 6 min cycle)
		*On site provision	*On site provision
Major employers. Designated Town Centres and Safeguarded Employment Areas (CS12 of Core Strategy) • Thornbury Town Centre ¹ • Thornbury Industrial Estate	2,000 metres	1,910 metres (24 min walk, 6 min cycle) 2,820 metres (35 min walk, 9 min cycle)	2,680 metres (34 min walk, 8 min cycle) 3,590 metres (45 min walk, 11 min cycle)

¹ Taken to Co-Op on High Street, as requested by SGC

- 3.3.13 **Table 3.1** shows that education and some employment facilities are within the appropriate walking and cycling distances defined by the PSP Plan. It also highlights the benefits that additional facilities and amenities to be provided at part of the proposed site offer.
- 3.3.14 In addition to local level policy, the proximity of facilities and amenities can be considered at the national level. In this regard, the most recent transport statistics are set out within the DfT's 'National Travel Survey: 2016' (NTS).
- 3.3.15 This indicates that 25% of all journeys and 80% of journeys under one mile (1.6km) are made by foot. Table NTS0306 within the NTS also indicates that the average walking trip length is 0.7miles (1.3km).
- 3.3.16 In addition, national guidance on this issue is provided by Manual for Streets (MfS) which, at Para 4.4.1, states that:
- “Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ [up to about 800m] walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km.’***
- 3.3.17 Whilst MfS suggests that the greatest potential to replace short car trips is for those under 2km, this is not a maximum distance to which pedestrians are willing to walk. The NTS (at Table NTS0308) also identifies that 26% of walking trips are over 1 mile (1.6km) and 4% over 2 miles (3.2km) in length.
- 3.3.18 The Local Transport Note (LTN) 1/04 – Policy, Planning and Design for Walking and Cycling provides further guidance stating that:
- “There are limits to the distances generally considered acceptable for utility walking and cycling. The mean average length for walking journeys is approximately 1 km (0.6 miles) and for cycling, it is 4 km (2.4 miles), although journeys of up to three times these distances are not uncommon for regular commuters. The distances people are prepared to walk or cycle depend on their fitness and physical ability, journey purpose, settlement size, and walking/cycling conditions”.***
- 3.3.19 Again, this is reiterated and substantiated in the recent NTS, which identifies that the average trip length by bicycle is 3.1 miles (5.0km). Furthermore, Table NTS0308 identifies that 86% of all cycle trips are over 1 mile (1.6km) and 57% over 2 miles (3.2km). A total of 79% of all cycle journeys are made over distances less than 5 miles (8km).
- 3.3.20 Together, these statistics demonstrate that 81% of all trips under 1 mile (1.6km) are by walking and cycling, and indeed, over half (61%) of all trips under 2 miles are by walking and cycling.
- 3.3.21 As set out in **Table 3.1**, all identified services and facilities are within 1.6km of the nearest residential area. Considering the distances to local facilities detailed above, in light of these national statistics, suggests that the great majority of facilities within Thornbury could be accessed on foot or by cycle, and by the majority of people, within the proposed development.

3.4 Walking and Cycling Links

- 3.4.1 The site is located on the edge of the existing built-area of Thornbury, such that there is little existing provision for pedestrians and cyclists. Oldbury Lane has no dedicated pedestrian or cycle facilities; however, footways are provided along Butt Lane, throughout the existing residential areas of Thornbury and as part of the adjacent Park Farm site.

- 3.4.2 As shown in **Figure 3.2** there are two Public Rights of Way (PRoW) through the site. OTH/13 crosses the site west to east and connects to the existing residential area in north Thornbury. OTH/18 crosses the northeast corner of the site and runs north-south through the adjacent Park Farm development. The wider PRoW network connects OTH/18 to the Castle Secondary School via its playing fields. The PRoW runs through the school's playing fields and becomes a surfaced, lit footpath running between residential properties and the school, with a 1.5m width, with access onto Park Road. Along the footway on Park Road, pedestrians can access the Castle School.
- 3.4.3 There is a wider network of footpaths throughout the existing residential area in north Thornbury. Three footpaths are shown on **Figure 3.2** which facilitate pedestrian movement from northwest Thornbury to the Town Centre. These are formal routes which are lit, of generous width at 1.5-2.0m wide, and are generally of good quality, with some localised unevenness. These footpaths are not adjacent to highway, running between residential streets or through wooded areas. Where the footpaths meet the carriageway, dropped kerbs are provided to facilitate crossing.
- 3.4.4 A number of predominantly informal pedestrian crossing points are provided along Gloucester Road between Butt Lane and town centre. A zebra crossing is also provided on Gloucester Road between the aforementioned footpath and health centre and pharmacy.
- 3.4.5 Cyclists are generally required to travel on-carriageway in Thornbury. There are cycle symbols on the carriageway, in the vicinity of The Castle Secondary School and Manorbroom Primary School which is the route of National Cycle Route (NCR) 410 (Avon Cycleway), but little in the way of dedicated cycle infrastructure. NCR 410 is well sign-posted.
- 3.4.6 In addition to NCR 410, NCR 41 and a Local Cycle Route (Thornbury Loop) lie within 1km of the centre of the site. These routes connect Thornbury to Bristol and Gloucester and are a combination of on- and off-road.

3.5 Public Transport

Bus

- 3.5.1 The nearest existing bus stop to the site is situated within an 750m walk distance on Moreton Street, and is served by bus service 913 that operates once a day to The Castle School. Bus services 60 and 622 serve bus stops on Park Road, off Alexandra Way, approximately 1km from the site. The services provide access to Cribbs Causeway, Gloucester, Chipping Sodbury and Dursley. The 60 bus has six services Monday to Saturday, between 07:15 and 17:30. The 622 has eight services per day between 07:44 and 18:34, Monday to Friday, with seven services on a Saturday and three on a Sunday. The bus stops are equipped with a flag and pole and timetable information.
- 3.5.2 Bus service 77 operates four times a day in each direction. The bus stop is equipped with a flag and pole and timetable information. The next nearest stop for service 77, which operates throughout the day, is within 1300m on Morton Way, which is served at an hourly frequency Monday – Saturday. Bus service 77 provides access to Thornbury Town Centre and Bristol City Centre.
- 3.5.3 First in Bristol Bath & The West began operating two new services, T1 and T2, on 27th May 2018. Both services operate from Thornbury Health Centre, within 1500m of the proposed development, to Thornbury Town Centre. The T1 then routes to Bristol City Centre, via Bradley Stoke and M32, while the T2 routes to Bristol City Centre via Filton Airfield and A38 Gloucester Road. The combined frequency of these routes is 3 per hour, with T1 operating half hourly and T2 operating hourly Monday - Sunday. The current journey times from Thornbury Health Centre on the T1 is 4 minutes to Thornbury Town Centre and 55 minutes to Bristol City Centre.

3.5.4 The bus services operating in the vicinity of the site are summarised in **Table 3.2** below and shown in **Figure 3.3**.

Table 3.2: Local Bus Services and Frequencies

Operator	Service	Route	Frequency		
			Mon - Fri	Sat	Sun and Bank Holiday
Stagecoach West	77	Bristol City Centre – Westbury – Southmead Hospital – Bristol Parkway Station - Thornbury	Every 60 mins (06:15 – 18:02) (4 services per direction to Manor Walk)	Every 60 mins (06:25 – 18:00) (4 services per direction to Manor Walk)	No service
Stagecoach West	60	Gloucester – Dursley – Wotton-under-Edge – Thornbury	Six per day (07:15 – 17:30)	Six per day (07:15 – 17:30)	No service
Stagecoach West	622	Chipping Sodbury – Yate - Thornbury – Cribbs Causeway	Eight per day (07:48 – 18:38)	Seven per day (08:01 – 17:11)	Three per day (11:06 – 16:16)
First Bristol, Bath & The West	T1	Thornbury – Bradley Stoke – Aztec West - Bristol City Centre (Colston Street)	Every 30 minutes (06:08 – 20:12)	Every 30 minutes (06:12 – 19:08)	Every 60 minutes (07:50 – 18:03)
First Bristol, Bath & The West	T2	Thornbury – Filton Airfield – Cribbs Causeway – Bristol Bus Station	Every 60 minutes (05:30 – 00:38)	Every 60 minutes (05:30 – 00:38)	Every 60 minutes (07:10 – 00:38)

Source: Travelline South West (<http://www.travelinesw.com/>)

Note: Bus routes and frequencies correct as at December 2019.

3.5.5 **Table 3.2** indicates that the local area is served by a number of bus routes which together provide four services per hour to Bristol City Centre, 1-2 services per hour to Cribbs Causeway, one service per hour to Southmead Hospital, and access to Gloucester and Chipping Sodbury every 1.5 – 2 hours during the weekday daytime. Buses can also be used to make internal connections within Thornbury for facilities further away from the site, such as the Leisure Centre.

3.5.6 SGC’s Local Plan Policy PSP11 sets out an appropriate distance to a suitable bus stop and appropriate frequencies for public transport services connecting to destinations containing key services, facilities and employment opportunities. These are:

- Appropriate distance to a bus stop of 400m; and
- Appropriate service of:

- i. Individual or combined services, total journey time under 1 hour; and
- ii. at least 5 services a day during the week, 3 at weekends, to and from the destination; and
- iii. during the week; one service arriving at the destination before 9am, and one leaving after 5pm.

- 3.5.7 A comparison of **Table 3.2** and **Figure 3.3** against PSP11 highlights the need for an appropriate bus service within 400 metres of the proposed development. The existing T1 service, satisfies the service frequency set out within PSP11, however the nearest stop is currently approximately 800m walk distance on Manor Walk 1500m from the proposed development.
- 3.5.8 There are two committed bus improvement schemes in Thornbury which have associated infrastructure and public transport commitments. The following commitments are pertinent to the proposed development.
- Bus service extension through the Park Farm development (PT11/1442/O) connecting to the existing highway at Butt Lane and Alexandra Way (see next bullet). The Park Farm Section 106 Agreement listed routes 309/301 and 615 to be routed through the site; these routes have subsequently been amended and are replaced by T1/T2 and 77.
 - Construction of a bus only link between the southern boundary of Park Farm and Alexandra Way; secured through a legal agreement between the developers of Park Farm, SGC and relevant landowners (dated 24th March 2015)
- 3.5.9 It is unclear at the time of writing exactly which bus service(s) will be extended to serve Park Farm as the routes listed at the time of planning permission (309/301, 615) now go under different route numbers (T1/T2 and 77). From discussions with local bus operator First in June 2018, it is considered that the T1 would be the more appropriate route to extend to Park Farm given its most direct routing to Bristol City Centre.
- 3.5.10 The proposed route would mean that part of the Park Farm development will no longer be served in the same circular way as currently planned, as some of the committed Park Farm route would be bypassed. The bus stops within the Park Farm site not within the proposed route would be relocated such that all of the development in both sites would remain within 400m of the proposed route, which is the typical desirable distance to a bus stop.

Rail

- 3.5.11 There are several Rail Stations located within 12.5km of the site. Bristol Parkway Station is located 12.3km south of the site, the rail station can be accessed by bus service 77 from Park Road which provides direct access to the Rail Station and connections to destinations further afield. Rail services at the Station are provided by Great Western Railway who provide most of the services available. Services are provided to a wide variety of destinations including London Paddington, Plymouth, Aberdeen, Cardiff, Manchester and a range of local destinations.
- 3.5.12 In addition, Yate and Pilning are located under 11.5km to south east and south west of the site, respectively. Yate Rail Station can be accessed by bus service 622 from Park Road which provides access to Yate town centre, within a short walk of the Rail Station. Rail services at Yate Rail Station are provided by Great Western Railway. Services from Yate Rail Station are provided to a wide variety of destinations including Weymouth, Westbury, Bath, Bristol Temple Meads, Gloucester, Brighton and Frome.

3.6 Local Highway Network

- 3.6.1 The site has direct frontage onto Oldbury Lane which is a single carriageway road with grassed verges on either side and is not street lit. The road is rural in nature, but large sections are kerbed with highway drainage. Several private dwellings and small businesses take access from Oldbury Lane, however there is no footway provision. Oldbury Lane is currently subject to the national speed limit.
- 3.6.2 Oldbury Lane provides a connection from the north of Thornbury to the small village of Oldbury on Severn, running in an east west direction.
- 3.6.3 To the east of the site, Oldbury Lane leads to Butt Lane, which is also a single carriageway road with one lane in each direction. The speed limit reduces to 30mph at the Oldbury Lane end of Butt Lane. New residential developments, and more established residential areas, have access off Butt Lane which forms a staggered priority junction with Gloucester Road.
- 3.6.4 Gloucester Road is an urban road, with a 30mph speed limit, which extends from the centre of Thornbury, and meets the A38, north east of Thornbury, near the village of Whitfield. Gloucester Road has dwellings directly fronting onto the carriageway and is street lit between Butt Lane and the centre of Thornbury.
- 3.6.5 To the east and south east of Thornbury, the town connects to the A38 at two further locations, via signalised junctions, the A38/B4061 junction at Alveston, and A38 / Grovesend Road / Tytherington Road junction. The A38 is a strategic A road, with varying speed restrictions, which runs from Devon to the Midlands, providing access to Bristol.
- 3.6.6 To the east of the A38 is the M5. Thornbury residents can access the M5 at Junction 14, near Falfield to the north, or at Junction 16 near the M4 / M5 interchange to the south. The M5 runs between Exeter and Birmingham, it therefore provides an alternative route to Bristol south of the site and Gloucester to the north.

4 Proposed Travel Plan Measures

4.1 Introduction

- 4.1.1 The Travel Plan measures proposed are consistent with initiatives contained in the National and Local travel planning policy and guidance and draw upon the Department for Transport's Guidance on Best Practice Guidelines for Travel Plans.
- 4.1.2 The objective of this FTP is to reduce single occupancy car use originating from the development by providing for, and promoting, alternative forms of transport. The FTP seeks to encourage residents to travel by sustainable modes by providing a comprehensive travel awareness package to make residents aware of the sustainable travel opportunities available to them.
- 4.1.3 The following section sets out the package of potential measures to accompany the development proposals, some of which could be implemented prior to occupation and others upon occupation. A Travel Plan Co-ordinator (TPC) will be appointed to manage and deliver all aspects of the Travel Plan. The role of the TPC, which will be taken on by SGC or the Developer, is discussed in more detail in **Section 5.3**.

4.2 Encouraging Residents to Make Journeys by Non-Car Modes

Smarter Travel Vouchers

- 4.2.1 The TPC will review the potential to provide Sustainable Travel tickets or vouchers. Under such a scheme each dwelling on the site would be eligible to apply for tickets or vouchers for use on local services or at local facilities. The choice of options would allow residents to identify the sustainable mode or modes of travel that they are most likely to use or to split the money between different members of the household; thereby assisting in encouraging modal shift away from the private car. Any unclaimed STVs will be recycled into other engagement measures.
- 4.2.2 Smarter Travel Vouchers (STV) can be used to purchase items that encourage and support residents to make sustainable travel choices including, but not limited to, bus tickets, rail tickets, waterproof clothing and bicycles. The complete list will be agreed with SGC in advance during preparation of the Residents Travel Information Pack and will be reviewed on an annual basis.
- 4.2.3 Examples of potential provision are as follows:
- Pre-paid bus tickets – the Travel Plan Co-ordinator would provide a list of all bus ticket options that will be available to residents;
 - Cycle vouchers – these would be provided in the form of a gift voucher for use at a list of agreed shops and will enable residents to make payment towards a bicycle or safety equipment; and/or
 - Walking vouchers – these would be provided for use at a list of agreed shops and will enable residents to make payment towards waterproof clothing or walking shoes.

- 4.2.4 Residents would need to complete an application form (which could be provided within their Residents' Travel Information Pack, which is covered in more detail later in the report, or via an electronic alternative), setting out their required voucher mix. Their vouchers will be delivered to their home by the Travel Plan Coordinator within one month of submitting the approved application form. For the walking and cycling vouchers, where possible, the Travel Plan Coordinator could make arrangements with a number of retailers within the local area that are accessible by walking, cycling or by public transport (to avoid the need for residents to drive to access these shops and to support local facilities).
- 4.2.5 The STV Scheme will be secured via a Section 106 obligation. It could be administered by the developer or SGC.
- 4.2.6 At this stage, it is anticipated that it will be administered in the following way:
1. Residents review the list of eligible items (agreed with SGC in advance and included in the Travel Information Pack)
 2. Residents make contact with the TP Co-ordinator if they require something not on the list.
 3. TP Co-ordinator decides whether to support that item using a decision-making Matrix (to be agreed in advance with SGC).
 4. Resident then purchases the items to the value of the STV for their dwelling, completes the STV Application form (agreed in advance with SGC and included in the Travel Information Pack) and submits a copy of the Receipt.
 5. The TP Co-ordinator then provides a refund for the amount within 4 weeks of submission of Voucher Claim.
- 4.2.7 Residents will be asked to complete a short travel survey when they apply for their STV in order to record their selection and monitor any changes in travel as a result.
- 4.2.8 In addition to the above, a question in the annual travel survey (see **Section 5**) could ask about which modes of travel residents would prefer to receive vouchers for – the intention being, to tailor future travel offers to meet future residents' needs (i.e. residents of later phases) and to break down barriers to sustainable travel.

Provision of Secure Cycle Storage and Parking

- 4.2.9 Cycle parking will be provided in accordance with SGC's cycle parking standards as set out in PSP16 of SGC Local Plan: Policies, Sites and Places Plan (November 2017). The cycle parking requirements for which are set out in the PSP16, are summarised in **Table 4.1**; these are minimum parking standards. Where provided cycle parking will be secure and covered.

Table 4.1: Cycle Parking Standards (PSP16 Schedule A)

Type of land use	Per	Proposed cycle parking standards (minimum)
Newly built dwellings with garage (C3)	1 bed space / bedroom unit	1 (provided garage design accommodation both car and cycle storage). Otherwise 1 secure, undercover space
	2 or more bedrooms	2 secure, undercover spaces
Newly built dwellings without garage	1 bed space / bedroom unit	1 secure, undercover space
	2 or more bedrooms	2 secure, undercover spaces

Type of land use	Per	Proposed cycle parking standards (minimum)
Flats (C3)	unit	1 secure, undercover space

4.2.10 Cycle parking for any community or retail uses on site, will also be provided in line with the standards set out within PSP16 Schedule A.

4.2.11 The provision of cycle storage and parking will be delivered as part of future detailed reserved matter applications. Lockers and changing facilities will be provided, where appropriate.

Sustainable Travel Corridor

4.2.12 A Sustainable Travel Corridor will be provided in the south east corner of the proposed development; the closest point of the site to the facilities within Thornbury. The Corridor will provide a bus only access into the development, with a shared foot/cycleway adjacent to the northern carriageway. The Corridor will link the proposed development to adjacent committed development, Park Farm and through this scheme to existing connections in the town.

4.2.13 The Sustainable Travel Corridor comprises a bus only carriageway which is 6.5m in width, to allow for two-way bus movement in the future as appropriate, and a 3.0m shared footway / cycleway on the northern side, which connects into the committed carriageway and footway on Park Farm. The design speed of the link is 20mph which is enforced by a priority pinch point.

Provision of Continuous and Safe Walking and Cycling Links

4.2.14 Footways will be provided adjacent to all roads within the site, other than where highway is designed to support equal priority to all road users i.e. such as in courtyards or at the culmination of Cul de Sacs. The exact layout on-site will be determined through the reserved matters process.

4.2.15 The site will provide safe, well-designed onwards walking and cycling connections. As described above, a 3.0m shared foot / cycleway will be provided as part of the Sustainable Travel Corridor, connecting into the adjacent committed development Park Farm. From Park Farm, users of the proposed development will be able to access the full range of key facilities and services in the local area, including those in the Town Centre. Although the exact details of the route will be confirmed through the reserved matters process, it is envisaged that the route will be lit and surfaced with a bound material.

Public Transport Improvements

4.2.16 As previously set out in **Section 3.5**, the site is accessible by bus with existing services offering connections to key destinations such as Thornbury Town Centre, Cribbs Causeway, Southmead Hospital, Bristol City Centre. The nearest existing bus stops to the site are between 800 – 1500m of the proposed development. This exceeds the typical desired distance to a bus stop of 400m, as set out in SGC's Local Plan Policy PSP11. Whilst the nearest bus stop is currently located within 1500m of the proposed development, the committed extension of bus services through the Park Farm development will ensure that bus stops can be provided within 400m walk of the site.

- 4.2.17 First in Bristol Bath & The West service T1 operates a half hourly frequency (Monday-Saturday) from Thornbury Health Centre to Thornbury Town Centre before routing to Bristol City Centre, via Bradley Stoke and M32. The current journey time from Thornbury Health Centre is 4 minutes to Thornbury Town Centre and 55 minutes to Bristol City Centre. This service currently satisfies the appropriate service requirements of PSP11 (detailed in full **Section 3.6**).
- 4.2.18 There is a need, under PSP11, to provide an appropriate public transport service from the proposed development to key facilities and services, namely comparison retail, and a supermarket, pharmacy, post office and public house.
- 4.2.19 As detailed further in the TA, a bus service extension is committed through the Park Farm development (PT11/1442/O) connecting to the existing highway at Butt Lane and Alexandra Way. It is unclear at the time of writing exactly which bus service(s) will be extended to serve Park Farm as the routes listed at the time of planning permission (309/301, 615) now go under different route numbers (T1/T2 and 77). From discussions with local bus operator First in June 2018, it is considered that the T1 would be the more appropriate route to extend to Park Farm given its most direct routing to Bristol City Centre. The following public transport strategy has been developed on this basis.
- 4.2.20 In this context, two public transport strategies have been developed, the Proposed Strategy includes reliance on the committed Alexandra Way bus link connection. We have also developed an Alternative Strategy which would facilitate the development coming forward in advance of the Alexandra Way bus link being completed, if this proves necessary.
- 4.2.21 Correspondence (dated 7th May 2020) from SGC confirms that there are no objections to the PT strategy submitted for this development and that it will contribute to reducing dependence on the private car.

Proposed Strategy 1 – With the Alexandra Way bus-only link

- 4.2.22 As set out above, bus movement will be facilitated via the Sustainable Travel Corridor which provides a 6.5m bus-only link connecting into the adjacent Park Farm development. Discussions have been held between PBA and First as the local bus operator for potential bus improvements within Thornbury including extending services through the Park Farm site.
- 4.2.23 A bus contribution will be provided to extend the existing T1, or whichever bus service will serve the Park Farm development. The proposed routing assuming the T1 will be extended is shown at **Figure 4.1**. The proposals are for a one-way bus loop to be formed to include Park Farm and Land West of Park Farm, however, a 6.5m wide accesses have been designed, and 6.5m corridor allowed for within the masterplan, to accommodate two-way bus movements should that be required in the future. The extension of the T1 service has been discussed with First who agree that this is the best service option for this site.
- 4.2.24 The proposed strategy is for the T1 service to route along Butt Lane and Oldbury Lane, accessing Land West of Park Farm via the western site access on Oldbury Lane. It would then route through the proposed development, exiting via the Sustainable Travel Link, routing through the southern part of Park Farm and the bus link at Alexandra Way. It would operate along Park Road to Gloucester Road to re-join the existing route.
- 4.2.25 The proposed route would mean that part of the Park Farm development will no longer be served in the same way as currently planned, as some of the committed Park Farm route would be bypassed. However, as demonstrated at **Figure 4.1**, bus stops within Park Farm could be relocated such that all of the development would remain within 400m of the proposed route which is the typical desirable distance to a bus stop. This is supported by Local Plan Policy (PSP11).

- 4.2.26 The proposed anti-clockwise routing would also mean a reversal of the direction of the committed service extension to Park Farm as set out within its Transport Assessment (FMW, 2011); however, we understand from recent discussions with First that they would now expect the extension to Park Farm be delivered in an anti-clockwise direction regardless of the proposed development coming forward.
- 4.2.27 The actual routing is to be agreed with SGC and First and based on service viability calculations. However, the proposed routing will connect future residents of the proposed development with the key facilities and services dictated by PSP11 i.e. to comparison retail, supermarkets, pharmacies, post office and public houses. This will also provide an alternative sustainable transport option to those facilities which residents will also be able to access via appropriate walking and cycling distances.
- 4.2.28 In line with SGC's Local Plan Policy PSP11 new bus stops will be provided so that each part of the development is within 400m of the service. The bus stops will also meet the Council's adopted Bus Shelter Design and Procurement Process protocol.
- 4.2.29 It is important to ensure that the proposed development will support and encourage sustainable transport. In addition to the bus service extension a contribution could therefore be provided for better waiting facilities for bus passengers in the centre of Town in line with the locally identified need, as set out within SGC's PSP Plan Appendix 3 'Thornbury'.
- 4.2.30 A financial contribution for the provision of an improved bus shelter on Rock Street and new shelter/improved facilities on the High Street bus stop is agreed in principle. These facilities would include bus timetable and real time information. These facilities would make the overall bus use more attractive for residents of the proposed development travelling to and from the town centre, as well as those connecting to additional bus services.
- 4.2.31 The provision of new or improved Town Centre bus facilities will therefore help to increase bus patronage for residents from the proposed development, as well as within Thornbury itself, reducing the number of vehicle movements on the local highway network. This contribution would be in addition to the bus facilities required as part of the proposed development.
- 4.2.32 The potential MetroBus extension to Thornbury would improve the public transport offer and facilitate sustainable travel to Bristol. The Sustainable Travel Link will allow more direct access by bus/walk/cycle to the centre of Thornbury and the likely location of the MetroBus route. It should also be noted that additional development at Thornbury would be expected to result in increased patronage for Metrobus and thereby increase the viability of this new strategic infrastructure.

Alternative Strategy 2 – Without the Alexandra Way bus-only link

- 4.2.33 The provision of the Alexandra Way bus link was included as part of the Alexandra Way proposed development (PT13/0870/O) approved in August 2014. It is understood that this application has since lapsed, and it is unclear when this bus link will be provided. A second Strategy has therefore been considered to demonstrate the deliverability of the site and which could be implemented in the interim, prior to the Alexandra Way bus link being operational.
- 4.2.34 A Sustainable Travel Corridor will be provided connecting to the Park Farm site as in Proposed Strategy 1 however it will no longer connect the development to the Alexandra Way development.
- 4.2.35 From discussions with SGC, it is considered likely that, should the Alexandra Way bus link not be delivered, the extension to Park Farm (prior to the addition of the proposed development) will be in the form of a loop accessing and exiting Park Farm via the Butt Lane access.

- 4.2.36 In this scenario, a bus contribution will be provided to extend the T1, or whichever bus service will serve the Park Farm development, with a proposed routing shown at **Figure 4.2**. The proposed route would be along Butt Lane and Oldbury Lane, accessing Land West of Park Farm via the western site access on Oldbury Lane. It would then route through the proposed development, exiting via the Sustainable Travel Link, routing through the northern part of Park Farm and re-join the Park Farm routing at Butt Lane.
- 4.2.37 As in Proposed Strategy 1, in line with SGC's Local Plan Policy PSP11 new bus stops will be provided so that each part of the development is within 400m of the service. The bus stops will also meet the Council's adopted Bus Shelter Design and Procurement Process protocol.
- 4.2.38 All other elements of the Strategy would be the same as in Proposed Strategy 1.

Promotion of Sustainable Travel to Schools

- 4.2.39 The site TPC will seek to liaise with SGC and the local primary and secondary schools, and work alongside their TPCs to promote sustainable travel to these sites by walking and cycling. This may utilise school assemblies, packs for the children to take home, free incentives (reflectors, high-vis bag covers, timetables, car-sharing buddy sessions) and prizes. The TPC will also liaise with the Road Safety Team at SGC for advice and support, as necessary.
- 4.2.40 Where walking and cycling is not possible, the TPC could set up a Car Share Buddy system, whereby households with school-age children are invited to meet up with other families within the site and car-share. Cost and time saving benefits will be explained to those eligible.
- 4.2.41 A Walking Bus system could also be set up for the on-site primary school, where younger children can walk to school together, overseen by parent volunteers or school volunteers.

Encouraging Cycling

Adult Cycle Training

- 4.2.42 SGC have confirmed that the cost of providing cycle training (above that which is offered to schools) should be provided as part of the Travel Plan implementation. This would be claimed via the Smarter Travel Vouchers. Residents may also want family cycle training days.

Measures to Encourage Cycling

- 4.2.43 Additional measures that could be implemented by the TPC, in liaison with SGC, to encourage cycling include:
- Set up a Bicycle User Group (BUG) – to promote cycling and identify any issues to the TPC.
 - Dr Bike sessions – providing free bicycle maintenance and advice on site.
 - Set up a Bike Buddy Scheme – putting inexperienced cyclists in touch with more confident cyclist who can ride with them to help build their confidence.
 - Promotional Events and Competitions.

Encouraging Walking

- 4.2.44 Additional measures that could be implemented by the TPC to encourage cycling include:
- Promotional events and Competitions.

Residential Travel Information Packs

- 4.2.45 A Travel Information Pack will be prepared by the TPC and issued to each household upon occupation of each dwelling. The packs could include the following information:
- A letter detailing the purpose of the Travel Plan;
 - Contact details of the Travel Plan Co-ordinator;
 - Walking and cycling maps showing local walking and cycling routes to local facilities such as local shops, health centres, primary and secondary schools, hospitals etc. These will be supplemented by approximate walking and cycling times to these facilities;
 - Public transport information with a map showing routes, bus stop locations and timetable information, with particular focus on those routes serving Thornbury Town Centre, Bristol City Centre, Southmead Hospital, Cribbs Causeway and Gloucester.
 - A separate school travel leaflet, detailing the bus services serving the nearest schools and other information such as that regarding any Walking Bus and Car Share Buddy schemes, along with safety tips for cycling to school;
 - The Sustainable Travel Voucher Application form with explanation of total available funds (amount to be determined with SGC) and explanation of how the voucher system will work, e.g. how the total amount can be split as required to redeem against a choice of sustainable travel uses;
 - Information on smart Phone apps which can be used to help plan travel more effectively;
 - Details on car sharing, including the cost benefits associated with it and how to sign up to the car-sharing schemes. The details of TravelWest's car sharing page will be included: <http://travelwest.info/drive/car-sharing> (link accurate as of 19.06.18), which in turn provides links to different car-sharing websites;
 - Details of the on site Car Club and membership offers;
 - Promotion of national events such as Walk to Work Week, National Bike Week;
 - Information on health, financial and environmental benefits of walking and cycling;
 - Information on alternative working arrangements and their benefits;
 - Details on any local home delivery services; and
 - Details of travel planning information websites such as Traveline's online journey planner.
- 4.2.46 Much of the above information could be included in a bespoke Development Travel Information Guide. The content of the Travel Information Pack and Guide will be agreed with SGC prior to distribution to residents.

Travel Information Notice Board / Social Media Group

- 4.2.47 A Travel Information Notice Board could be provided on site, which will contain walking and cycling maps for the area (highlighting the routes to take to the nearest primary and secondary schools), as well as public transport information. The Travel Plan Co-ordinator will be responsible for updating this information as appropriate.

- 4.2.48 Alternatively, if considered more appropriate at the time of occupation, travel information could be disseminated to residents/users of the site via social media such as a private Facebook group. The same information could be included as on the Notice Board, but this form would facilitate better engagement and enable information to be kept up-to-date more easily.
- 4.2.49 A Development specific website will be set up where residents can access online versions of their Travel Information Guides, Packs and STVs. It is noted that SGC currently provide this information for a number of developments through the <http://aroundyourway.org/#> website.

Online Travel Planning Tools

- 4.2.50 Details about, and a link to the following online journey planning tools will be included in the residential travel information packs:
- <http://www.traveline.info> (link accurate as of 02/04/19).
 - <http://travelwest.info> (link accurate as of 02/04/19).

Personalised Travel Planning

- 4.2.51 Personalised Travel Planning (PTP) will be offered to all households within three months of occupation.
- 4.2.52 Individual journey plans will be provided to residents to help them understand the travel choices available and provide them with the necessary information to make a journey that may have otherwise been by car.
- 4.2.53 The exact services to be provided as part of PTP at the site will be agreed with SGC in advance of implementation.

4.3 Opportunities for More Sustainable Car Usage and Reducing the Need to Travel

Car Sharing

- 4.3.1 Residents will be encouraged to register with a Car Sharing database which can be accessed via TravelWest's car sharing website. Details of TravelWest's car sharing page, of what car sharing is, and its benefits, will be included within the Residential Travel Information Packs. The TPC will be available to answer any questions regarding car sharing. Details on car sharing will also be included on the Travel Information Notice Board/Social Media Group.
- 4.3.2 If there is demand identified through the travel surveys, the TPC could set up a car sharing buddy scheme / database and encourage new residents to meet up with others in the neighbourhood that are travelling to similar locations (e.g. for school or work travel) and encourage residents to consider car sharing.

Electric Vehicle Charging Points

- 4.3.3 It is agreed (see SGC email dated 7th May 2020) that the provision of EVCP's is a rapidly changing area and that a suitable condition can be agreed, requiring a scheme for electric charging infrastructure to be submitted and approved by the LPA, to ensure suitable provision consistent with the policy standard and guidance at the time of the submission of the reserved matters applications.

Car Club

- 4.3.4 The implementation of a Car Club at the site will be investigated either by SGC or the Developer as TPC.
- 4.3.5 The implementation of a Car Club at the site will be considered in conjunction with local providers and operator demand.
- 4.3.6 A Car Club bay could be provided close to the local centre. The exact location shall be agreed with SGC and the Car Club operator at the reserved matters stage. The local centre is the most appropriate location for the Car Club space, and delivery of the Car Club would be aligned with the delivery of the phase in which the local centre is delivered.
- 4.3.7 Free membership and driver credits for the Car Club would be offered to residents within the Travel Information Pack.

Alternative Working Arrangements

- 4.3.8 Residents will be informed of all the benefits of working from home, working non-standard working hours (i.e. working 8am to 4.30pm) and of working condensed working weeks (e.g. working 8am to 6.30pm Monday to Thursday and then not working Fridays). Information on these different working practices as well as advice on how to speak with employers about this will be provided within the Residential Travel Information Packs.

Home Deliveries

- 4.3.9 Information about online shopping and home deliveries, including the benefits to time and to carbon emissions, will be provided within the Residential Travel Information Packs.

Internet Infrastructure

- 4.3.10 Infrastructure for broadband access will be provided to facilitate remote home working, home shopping and home entertainment.

4.4 Travel Marketing

Sales Staff Training

- 4.4.1 In order to ensure that potential residents of the site are informed about the FTP and its goals from the earliest stage, the FTP will have a significant presence within the sales suite of the development at the point of sale, which should include a display outlining the sustainable travel options for the site.
- 4.4.2 The sales staff will receive regular training to promote the Travel Plan as an asset and a significant selling point of the development. Information and promotion of the Travel Plan from the outset ensures greater buy-in from future residents who will see it as an opportunity to plan changes in their lifestyle.

Residents' Travel Newsletter

- 4.4.3 A resident's travel newsletter could be disseminated for the life of the travel plan detailing the progress of the FTP and the results of monitoring.
- 4.4.4 This newsletter will be provided on a site specific website or notice board and would act as a promotional tool for the FTP by publicising any new measures, national sustainable travel campaigns, improvements to sustainable travel facilities in the local area and any advances in technology which are offering the potential for more sustainable travel.

Stakeholders' Group

- 4.4.5 The TPC will set up a Stakeholders' Group which will be met with during the Travel Plan period.
- 4.4.6 The Group shall include representatives from SGC and the Developer, Invitees to Group meetings may include Management Companies, Residents, local Groups and Organisations, Schools etc.
- 4.4.7 The Travel Plan will be handed over to the Group once the TPC leaves the site to enable its continued implementation.

5 Implementation, Monitoring and Targets

5.1 Introduction

- 5.1.1 The previous section set out the suggested package of measures that will form the Travel Plan. This section looks at how these initiatives will be implemented and their performance monitored.

5.2 Travel Plan Delivery

- 5.2.1 The FTP shall be implemented, managed and monitored by either the Developer or SGC and secured in the S106 agreement. The current expectation is that SGC will administer and deliver the measures outlined in the TP. If it is decided that SGC will take on the FTP, this will be secured through a financial contribution of £375 per dwelling (£223,125 total) within the S106 agreement.

5.3 The Travel Plan Coordinator Role and Responsibilities

- 5.3.1 The role of the Travel Plan Coordinator (TPC) can be described as the principal point of contact for residents interested in the Travel Plan or travel opportunities at the site and will promote the Travel Plan to this audience. The TPC will be appointed 3 months prior to first occupation of dwellings within the development. As set out above, this role could be taken on by the Developer or SGC.
- 5.3.2 It is important that the TPC is familiar with the site. The TPC will visit the site regularly, set a good example and be easily contactable by everyone the FTP applies to.
- 5.3.3 The TPC's responsibilities will include:
- Collating and distributing Residential Travel Information Packs and STVs (including monitoring their uptake);
 - Keeping all the transport information up-to-date on the Travel Information Notice Board/Social Media Group and material contained within the Residential Travel Information Packs;
 - Keeping up-to-date on SGC's transport initiatives;
 - Assisting in the preparation of any land use specific travel plans, and a School Travel Plan, if required;
 - Implementing the various Travel Plan measures, including PTP;
 - Managing the Travel Plan budget;
 - Liaising with public transport operators and car clubs, where necessary;
 - Acting as a point of contact for residents requiring information on local travel;
 - Organising adult cycle training as and when required; and
 - Monitoring and reviewing the FTP, and submitting annual monitoring reports to SGC setting out the progress of the FTP.

5.4 Monitoring and Performance

- 5.4.1 Travel Plans are living documents that need to be updated regularly. Implementing a Travel Plan involves a continuous process for improving, monitoring, reviewing and adjusting the measures in the plan to reflect changing circumstances. Monitoring the FTP is essential in gauging the success of the measures adopted at meeting the targets.
- 5.4.2 Travel Plans should be monitored regularly to ensure the measures agreed in the Action Plan / planning permission are being implemented, that it is delivering the modal shift required by the targets and that it is up-to-date and remains effective as situations change and new opportunities emerge.
- 5.4.3 Baseline travel surveys should be undertaken by the TPC. If necessary, an incentive could be offered to encourage responses.
- 5.4.4 The results of the travel survey should be reviewed and an initial target for the reduction of single car occupancy journeys set (see more in **Section 5.6** below).
- 5.4.5 The surveys should then be repeated annually for five years. The resultant mode share, measures and targets should be reviewed accordingly. The surveys should be undertaken at the same time of the year to allow for more reliable monitoring and comparison.
- 5.4.6 In addition to the surveys, the uptake of incentives should be monitored. The need for Automatic Traffic Count (ATC) surveys to monitor vehicle trips to and from the site will be reviewed by the TPC.

5.5 Provisional Baseline Mode Share and Targets

- 5.5.1 The baseline mode share for the development has been estimated using the 2011 Census mode share for MSOA South Gloucestershire 001 (E02003090) which includes the Land West of Park Farm, Thornbury. The targets have been set with reference to the Travel Plan measures set out in Section 4. This mode split is shown in **Table 5.1**:

Table 5.1: Modal Share (2011 Census) and Targets

Mode	%	Target Mode Share (%)	% Change
Car Driver	75.4%	70%	-6%
Car Passengers	5.1%	6.1%	-
Cyclists	2.8%	3.9%	-
Pedestrians	11.7%	13.4%	-
Public Transport	2.5%	4%	-
Other	2.6%	2.6%	-
Total	100%	100%	-

- 5.5.2 The baseline mode share shown in **Table 5.1** will be reviewed using baseline travel surveys as detailed further in **5.4** above.
- 5.5.3 Revised mode share targets will be set once baseline travel surveys have been undertaken, either following occupation of the 50th dwelling or at 50 % occupation, whichever is the lowest. An alternative survey time can be agreed in advance with SGC, where necessary.

5.5.4 It should be recognised that until a baseline survey has been undertaken it will not be possible to set a bespoke mode share target, and that as many of the measures will be implemented prior to and during occupation, the effect of the Travel Plan will already be accounted for to some degree in the initial survey. It is therefore envisaged that the surveyed mode share be compared with Census mode share data to give an indication of the early success of the Travel Plan and to set a realistic target which takes this into consideration.

5.5.5 In order to promote sustainable travel, a target response rate for the completion of travel surveys is 35%.

5.6 Remedial Measures If Targets Are Not Met

5.6.1 It is intended that the agreed trip reduction target will be achieved during the lifespan of the FTP. The annual monitoring and reporting exercise will therefore be used to track progress towards achievement of the target and remedial measures introduced as appropriate.

5.7 Travel Plan Provisional “Action Plan”

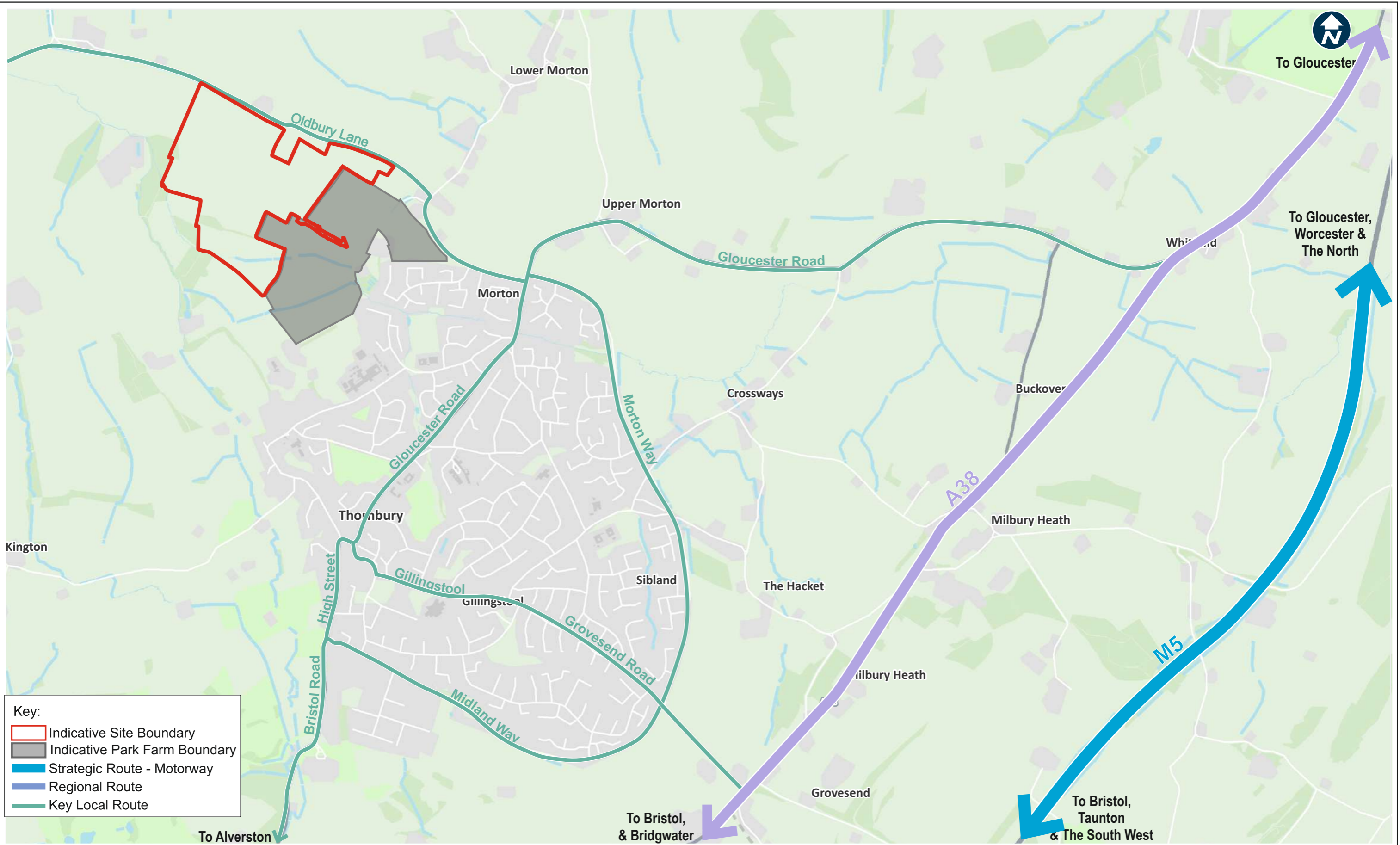
5.7.1 **Table 5.2** below summarises the potential measures and sets out the provisional timescales. Exact measures and timescales will be determined by the TPC, in conjunction with SGC as appropriate.

Table 5.2: Travel Plan Provisional Action Plan

Reference	Potential Measure	Provisional Timescale
1	Travel Plan Co-ordinator	Appoint at least 3 months prior to first occupation. Employed for the lifetime of the Travel Plan (2 years following final occupation, unless targets are not met in which case this may be extended) – The Section 106 Agreement will provide the mechanism to secure this, albeit it is currently envisaged that SGC will implement, manage and monitor the FTP
2	Residents Travel Information Packs	Provided upon Occupation
3	Smarter Travel Vouchers	Value to be decided, and vouchers to be offered upon occupation and provided within one month of application form submission. Uptake to be maximised through marketing and recycling to second and third occupants. Should SGC take on the FTP, the value of STV is included within the £375 per dwelling contribution.
4	Personalised Travel Planning	Provided within three months of Occupation
5	Provision of Secure Cycle Storage and Parking	Prior to occupation
6	Adult Cycle Training/Cycle Training Days	Following occupation, as required
7	Promotion of sustainable travel to schools through liaison with local school TPCs	Prior to and upon occupation
8	Provision of car sharing buddy scheme and walking bus buddy scheme	Prior to and upon occupation
9	Travel Information Notice Boards / Social Media Group	Upon occupation
10	Encourage Residents to register with Car Share website	Upon occupation
11	Sales Staff Training	Sales Staff to be trained by TPC prior to sale commencement; sales staff to implement training at each sale on an ongoing basis
12	Annual Residents' Travel Newsletter	One year after first occupation and then annually thereafter

Reference	Potential Measure	Provisional Timescale
13	Broadband Provision	Infrastructure for broadband access will be provided to facilitate remote home working, home shopping & home entertainment
14	Provision of a Sustainable Travel Corridor connecting to Park Farm	To be agreed with SGC at reserved matters stage, subject to phasing of development
15	Provide a financial contribution to extend existing bus service T1	Prior to occupation
16	Provide new bus stops on site / relocate bus stops within Park Farm	To be agreed with SGC at reserved matters stage, subject to phasing of development
17	Financial contribution towards new or improved bus stop facilities on High Street and Rock Street in Thornbury Town Centre	Prior to occupation
18	Investigation of Car Club provision on site, including space within local centre and membership offers	To be agreed with SGC at reserved matters stage, subject to phasing of development. The local centre is the most appropriate location and delivery would be aligned with the delivery of the phase in which the local centre is delivered.

Figures



Key:

- Indicative Site Boundary
- Indicative Park Farm Boundary
- Strategic Route - Motorway
- Regional Route
- Key Local Route

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LAND WEST OF PARK FARM, THORNBURY
TRANSPORT ASSESSMENT
EXISTING LOCAL AND STRATEGIC HIGHWAY NETWORK

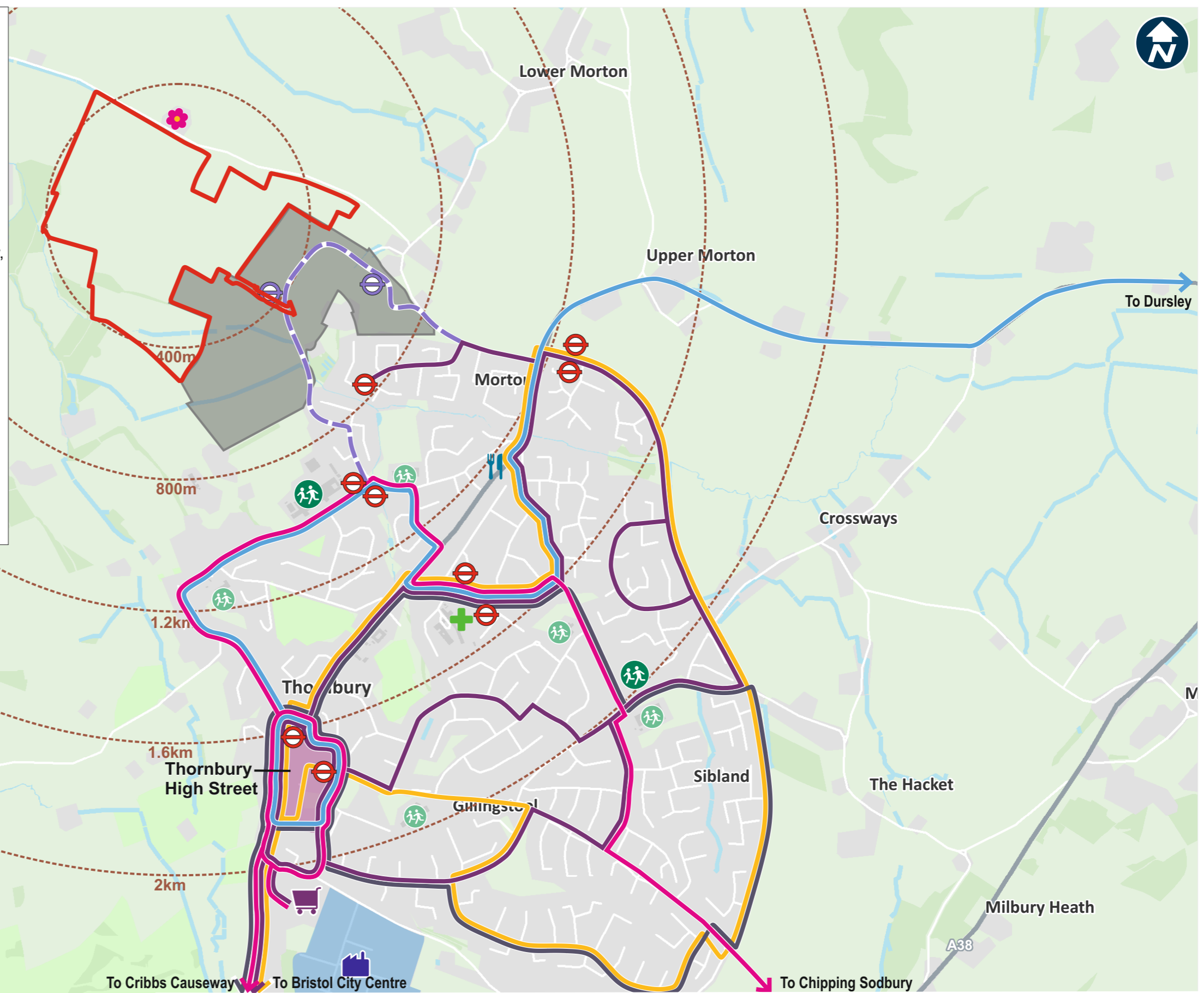
Mark	Revision		Drawn	Date	Chkd				
Date	08/06/2018								
Scale	A3 - N.T.S								
Drawn by	AA								
Checked by	Jsa								

FIGURE 3.1 A

A

Key:

- Indicative Site Boundary
- Indicative Park Farm Boundary
- Thornbury High Street
- Committed Route Extension
- Bus Route 60 (Thornbury - Dursley, every 2 hours)
- Bus Route 77 (Thornbury - Bristol City Centre, hourly)
- Bus Route 622 (Chipping Sodbury - Cribbs Causeway, every 90 minutes)
- Bus Route T1 (Bristol - Bradley Stoke - Thornbury, every 30 minutes)
- Bus Route T2 (Bristol - Cribbs Causeway - Thornbury, every hour)
- Key Existing Bus Stops
- Committed Bus Stops
- Walk / Cycle Radii from Notional Centre of Site
- 🛒 Retail
- 🏭 Employment - Ashville Park Industrial Estate
- 🎒 Primary School
- 🎒 Secondary School
- + Hospital (Not A&E)
- 🍴 Public House
- 🌸 Oak Leaf Nurseries Garden Centre



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LAND WEST OF PARK FARM, THORNBURY

FRAMEWORK TRAVEL PLAN

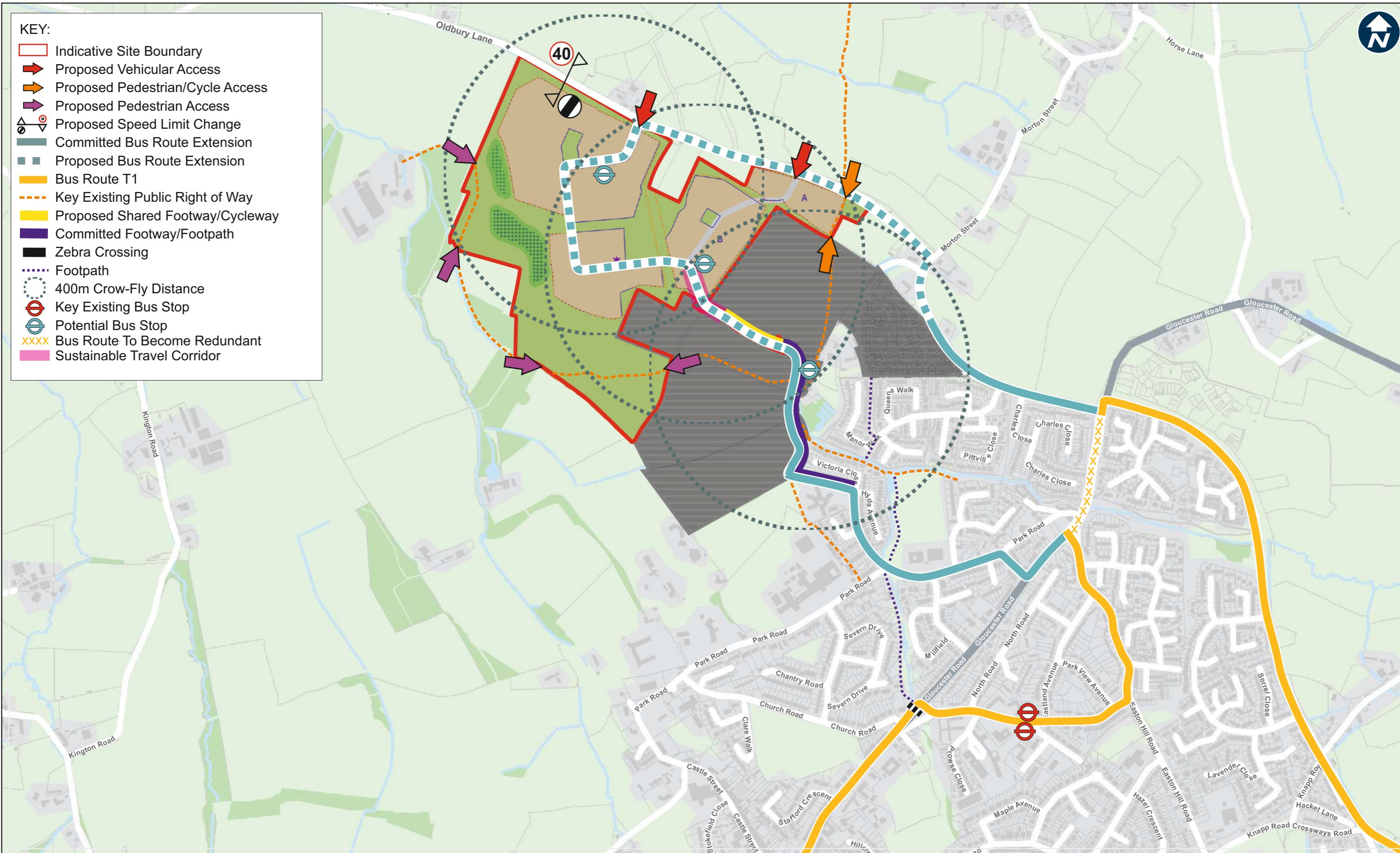
EXISTING AND COMMITTED PUBLIC TRANSPORT PROVISION

Mark	Revision		Drawn	Date	Chkd		
Date	07/06/2018						
Scale	A3 - N.T.S						
Drawn by	AA						
Checked by	JDS						

FIGURE 3.3

-

- KEY:**
-  Indicative Site Boundary
 -  Proposed Vehicular Access
 -  Proposed Pedestrian/Cycle Access
 -  Proposed Pedestrian Access
 -  Proposed Speed Limit Change
 -  Committed Bus Route Extension
 -  Proposed Bus Route Extension
 -  Bus Route T1
 -  Key Existing Public Right of Way
 -  Proposed Shared Footway/Cycleway
 -  Committed Footway/Footpath
 -  Zebra Crossing
 -  Footpath
 -  400m Crow-Fly Distance
 -  Key Existing Bus Stop
 -  Potential Bus Stop
 -  Bus Route To Become Redundant
 -  Sustainable Travel Corridor



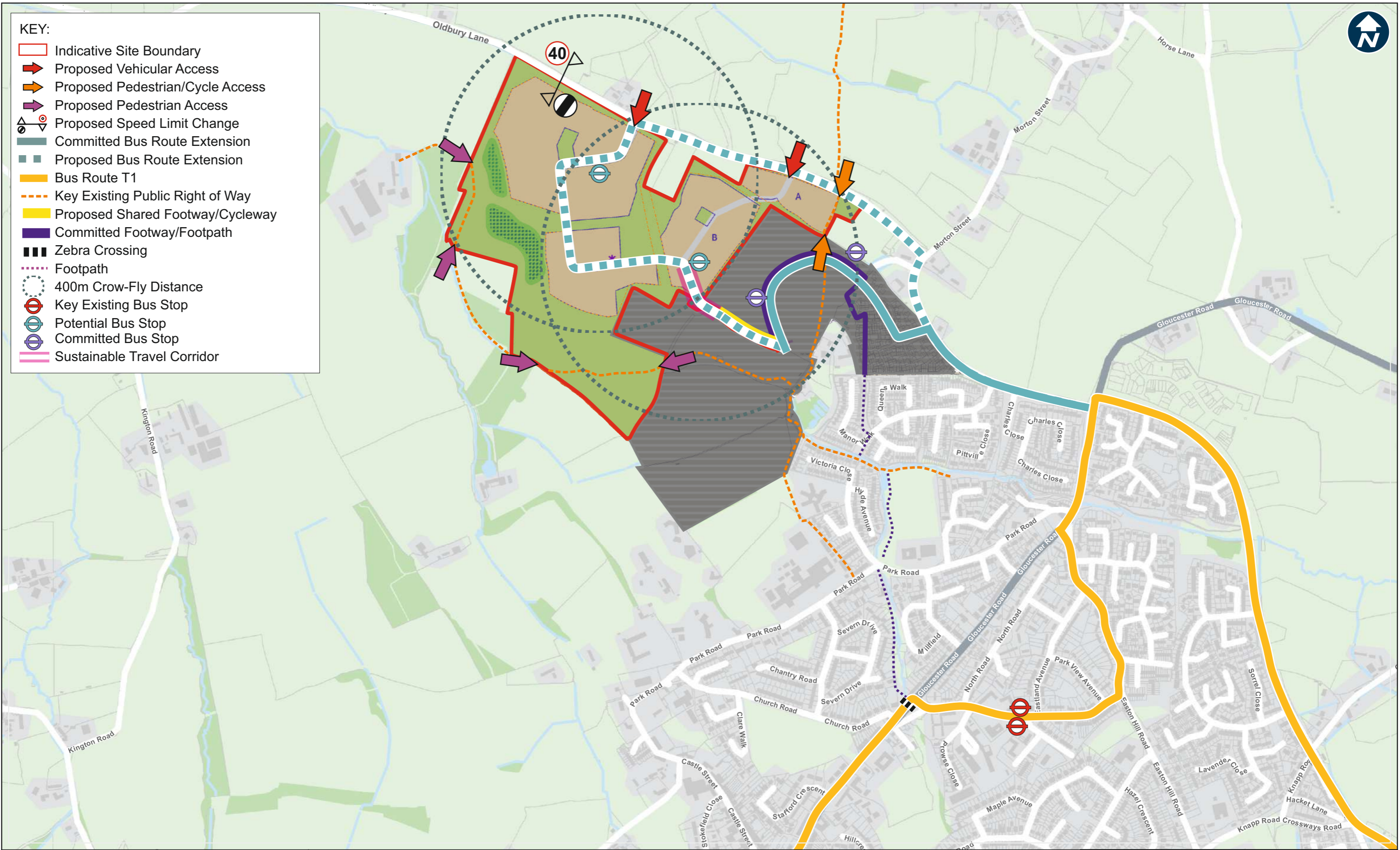
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LAND WEST OF PARK FARM, THORNBURY
 TRAVEL PLAN
 ACCESS AND MOVEMENT PROPOSED STRATEGY 1

Mark	Revision	Drawn	Date	Chkd
A	Updated illustrative masterplan	AA	12.18	SG
A	Updated illustrative masterplan	AA	11.18	SG
A	Changed ped/cycle access to ped only	AA	10.18	SG
Date	08/06/2018			
Scale	A3 - NTS			
Drawn by	AA			
Checked by	JDS			
FIGURE 4.1				A

- KEY:**
- Indicative Site Boundary
 - ➔ Proposed Vehicular Access
 - ➔ Proposed Pedestrian/Cycle Access
 - ➔ Proposed Pedestrian Access
 - ⚠ Proposed Speed Limit Change
 - Committed Bus Route Extension
 - Proposed Bus Route Extension
 - Bus Route T1
 - Key Existing Public Right of Way
 - Proposed Shared Footway/Cycleway
 - Committed Footway/Footpath
 - Zebra Crossing
 - Footpath
 - 400m Crow-Fly Distance
 - Key Existing Bus Stop
 - Potential Bus Stop
 - Committed Bus Stop
 - Sustainable Travel Corridor



LAND WEST OF PARK FARM, THORNBURY

TRAVEL PLAN

ACCESS AND MOVEMENT ALTERNATIVE STRATEGY 2



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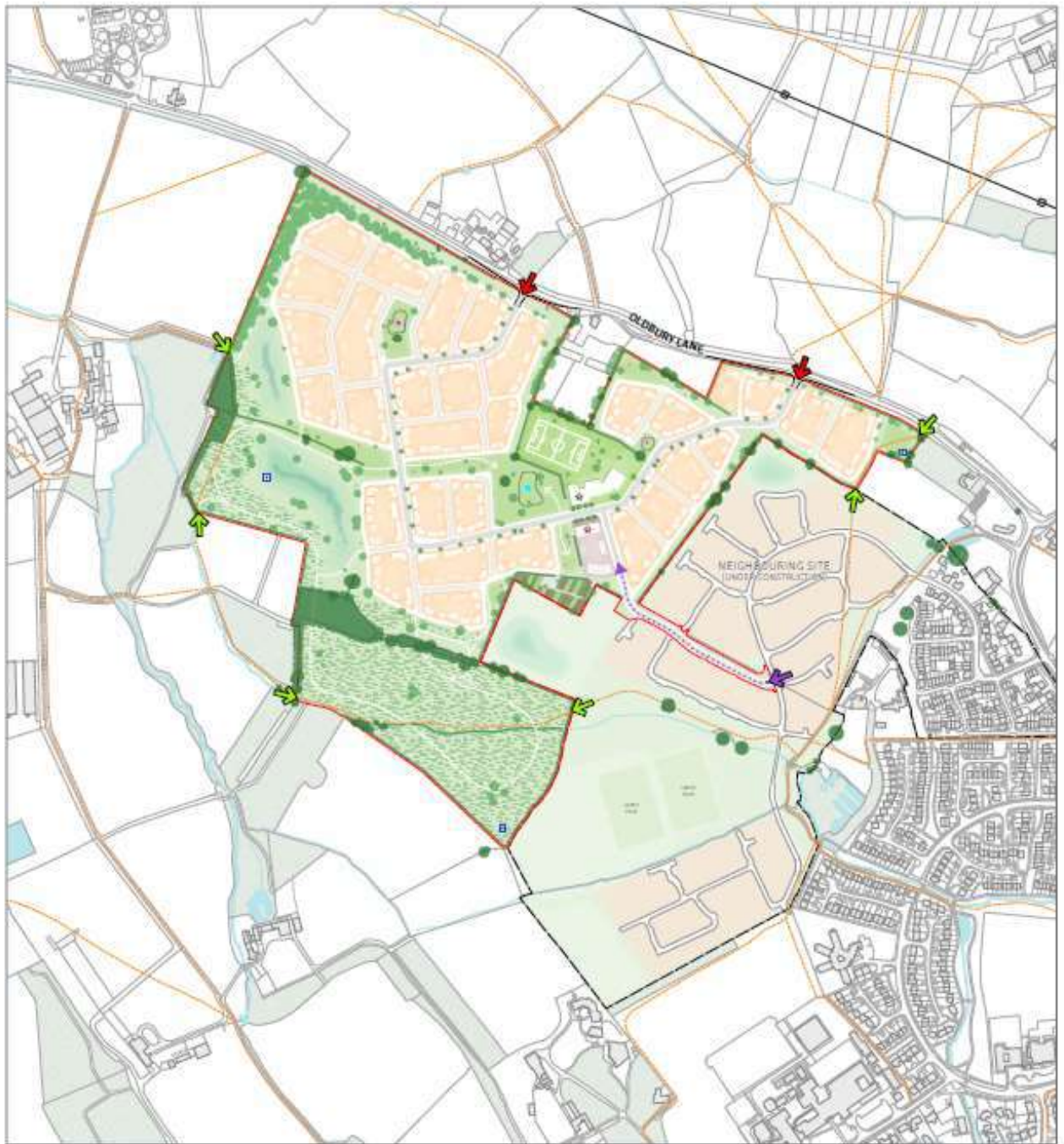
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Mark	Revision	Drawn	Date	Chkd
A	Updated illustrative masterplan	AA	12.18	SG
A	Updated illustrative masterplan	AA	11.18	SG
A	Changed ped/cycle access to ped only; moved bus stop	AA	10.18	SG
Date	25/06/2018			
Scale	A3 - NTS			
Drawn by	AA			
Checked by	JDS			

FIGURE 4.2

A

Appendix A Masterplan



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- | | |
|---|---|
| Site Boundary | Existing Trees |
| Residential | Proposed Trees |
| Mixed-Use | Hedgerow |
| Public Open Space | Destination Park |
| (PE Schools) | Neighbourhood Greens |
| Drainage | Opportunities for Natural Play |
| Natural / Semi-Natural Open Space | PROW |
| Primary Vehicle Access Point | Allotments |
| Secured Pedestrian Access (PROW) | Potential WISE/Fs Road Location |
| Pedestrian, Cycle and Bus Access Point (Sustainable Transport Link) | School Building |
| Sustainable Transport Connection | Indicative Location of Retail / Community Hub |

The making of this drawing shall be deemed to be a contract between the client and the contractor.

Drawn: J. Williams
 Checked: J. Williams
 Date: 12/08/2020

Scale: 1:1000

PROJECT: NW Thornbury

ISSUE: Illustrative Masterplan

DATE: 12/08/2020
 DRAWN BY: J. Williams
 CHECKED BY: J. Williams
 SCALE: 1:1000

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