

PLANNING APPLICATION FOR 71 DWELLINGS AND VEHICULAR ACCESS OFF BUTTS BATCH WRINGTON

RESIDENTIAL TRAVEL PLAN

BUTTS BATCH, WRINGTON, BS40 5LN

ON BEHALF OF STRONGVOX HOMES (TAUNTON)

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CONTENTS:

Page No:

1.	INTRODUCTION	1
2.	SITE CHARACTERISTICS	2
3.	SCOPE AND OBJECTIVES	7
4.	TRAVEL PLAN TARGETS	9
5.	MEASURES AND INITIATIVES	12
6.	IMPLEMENTATION, DISSEMINATION AND MONITORING	16

FIGURES:

FIGURE 1:	SITE LOCATION PLAN
FIGURE 2:	LOCAL FACILITIES AND AMENITIES
FIGURE 3:	LOCAL BUS SERVICES

APPENDICES:

APPENDIX 1:	CENSUS DATA
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1. INTRODUCTION

- 1.1 This Residential Travel Plan (RTP) has been prepared by Pegasus Group on behalf of Strongvox Homes (Taunton) to support a planning application for the development of land to the west of Butts Batch for circa 71 dwellings and vehicular access.
- 1.2 The RTP sets out preliminary targets for travel to and from the development by all modes of transport. It also sets out initiatives and measures to support these targets.
- 1.3 Measures and initiatives will be provided before the development is fully occupied to maximise the opportunity to influence new residents' travel patterns before they have become established.
- 1.4 The RTP has been developed with consideration to the following documents as appropriate:
 - i. Good Practice Guidelines, Delivering Travel Plan through Planning Process, published by Dft (2009);
 - ii. The Essential Guide to Travel Planning, published by DfT (2008);
 - iii. A Guide on Travel Plans for Developers (2006);
 - iv. Making Residential Travel Plans Work; Guidelines for New Development published by DfT (2005);
 - v. National Planning Policy Framework (NPPF) (2019);
 - vi. Online Planning Practice Guidance; and
 - vii. Travel Plans: Supplementary Planning Document (SPD) (2010).

2. SITE CHARACTERISTICS

Site Location

- 2.1 Wrington is a small village in North Somerset. The nearest city is Bristol, which is located around 17.9 kilometres north of Wrington. Smaller towns nearby include Congresbury around 3.9 kilometres to the west, Butcombe around 5.3 kilometres to the east and Long Ashton around 14.1 kilometres to the north.
- 2.2 The site is located on land to the west of Butts Batch, Wrington. It is bound by residential properties to the north and east; and agricultural fields to the south and west. The location of the site in the context of the surrounding area is shown on **Figure 1**.

FIGURE 1 – SITE LOCATION PLAN

Local Facilities and Amenities

- 2.3 Wrington benefits from a number of health, education, leisure, employment, retail and transport facilities, which are likely to be required on a daily basis by residents. These are all located within three kilometres of the development and therefore within walking and cycling distance, as illustrated on **Figure 2**.

FIGURE 2 – LOCAL FACILITIES AND AMENITIES

- 2.4 **Table 2.1** summarises the facilities available, the distance to the site and the associated walking and cycling times.

Table 2.1 – Summary of Local Facilities and Amenities

Facility	Location	Distance from the site (kilometres)	Walking Time (minutes)	Cycling Time (minutes)
Wrington C of E Primary School	School Road	1.07	13	3
The Rainbow Montessori Nursery School	The Lynch	1.37	17	4

Post Office	Broad Street	0.82	10	3
Wrington Pharmacy	Silver Street	0.87	11	3
Wrington Vale Medical Practice	Pudding Pie Lane	2.97	37	9
Wrington Dental Centre	Westward Close	0.47	6	1
Wrington Sports and Social Club	Silver Street	0.87	11	3
Wrington Redhill FC	Silver Street	0.92	11	3
Burnett Industrial Estate	Coxs Green	0.92	11	3
Bristol Airport	Bridgwater Road A38	7.47	93	23
Gatcombe Farm Industrial Estate	W Hay Road	1.37	17	4

Education

- 2.5 There are walking and cycling routes to nearby Wrington C of E Primary School and The Rainbow Montessori Nursery School. It is considered that safe and suitable pedestrian and cyclist routes are available to access both facilities.
- 2.6 Wrington C of E Primary School is the closest primary school to the site, located within 1.1 kilometres, equivalent to a 13-minute walk or a three-minute cycle. There are footways along the majority of the route other than an approximately 60 metre section on High Street where there is no footway.

2.7 The Rainbow Montessori Nursery School is also located within walking and cycling distance of the site, located 1.37 kilometres away which is equivalent to a 17-minute walk or a four-minute cycle. To access the nursery school, pedestrians and cyclists are able to use footways along Station Road, Broad Street, School Road and Orchard Close. Most of the route is accessible by footways except for a small section on Orchard Close and High Street.

Health

2.8 Wrington Pharmacy, Wrington Dental Centre and Wrington Vale Medical Practice are all under 3.0 kilometres from the site.

2.9 Wrington Pharmacy and Wrington Dental Centre are both accessible by walking or cycling north along Butts Batch. The Dental Centre can then be accessed by travelling along Westward Close and the Pharmacy can be accessed by travelling north along Station Road, going east onto Broad Street and then taking a right onto Silver Street. Whilst there are no footways on Silver Street, the generally rural road has been observed to be well used without any problems arising and is therefore considered to be appropriate.

2.10 The Medical Practice is located to the south of the site and can be accessed by travelling along Half Yard, Blackmoor, Langford Road and Pudding Pie Lane. While there are footways close to the practice along Half Yard and Blackmoor there are no footways for considerable distances. However, the roads are considered suitable for cycling as North Somerset Council identifies minor roads such as Half Yard and Blackmoor suitable to most cyclists.

Leisure

2.11 There are leisure facilities such as Wrington Sports and Social Club and Wrington Redhill FC located within 1.0 kilometre from the site. These facilities are equivalent to an 11-minute walk or a three-minute cycle.

2.12 Both the Redhill FC and the Sports and Social Club are accessible from Silver Street. To get to Silver Street, pedestrians and cyclists would need to travel northbound along Butts Batch, then travel east using The Glebe and the public footpath through to Garston. The route is accessible by walking and cycling as there are footways along the length of the route.

Employment

- 2.13 Burnett Industrial Estate and Gatcombe Farm Industrial Estate are located within 1.4 kilometres of the site.
- 2.14 Burnett Industrial Estate is located to the east of the site and can be accessed by walking or cycling along Butts Batch, The Glebe, Garston and then Cox's Green. This is the equivalent of an 11-minute walk or a three-minute cycle ride.
- 2.15 Gatcombe Farm Industrial Estate is equivalent to a 17-minute walk or a four-minute cycle ride. It is accessible by travelling north along Station Road, using the PROW accessed off Ladywell then travelling along Alburys to access W Hay Road.

Bristol Airport

- 2.16 While Bristol Airport is not accessible by walking, it is within cycling distance and would take approximately 23-minutes.
- 2.17 It would also be accessible by bus using the A5 service to Glebe Road.

Bus Facilities

- 2.18 The closest bus stop to the site is the 'Glebe Road' northbound bus stop located approximately 200 metres north of the site on Butts Batch. The bus stop consists of a flag and pole as well as timetable information. The southbound stop is located 28 metres north of the northbound stop and comprises of a flag, pole and timetable information.
- 2.19 **Table 2.2** summarises the services from these stops and **Figure 3** illustrates the bus routes.

FIGURE 3 – LOCAL BUS SERVICES

Table 2.2 – Summary of services from Glebe Road bus stops

Service Number	Route Summary	Service Provider	Approximate Frequency Intervals (Minutes)		
			Mon - Sat Daytime	Mon – Sat Evening	Sunday
A5	Winscombe – Langford – Bristol Airport - Winford	Carmel Bristol	120/150 minutes	-	-

Yatton Railway Station

- 2.20 The closest railway station to the site is the Yatton Railway Station which is located approximately 6.7 kilometres from the site.
- 2.21 Yatton Railway Station offers 154 car parking spaces with six accessible spaces and 20 cycle storage spaces. The services available from this station are summarised in **Table 2.3**.

Table 2.3 – Summary of services from Yatton Railway Station

Destination	Duration (minutes)	First Train	Last Train
Bristol Parkway	42	06:34*	22:08*
Weston-Super-Mare	14	05:17	22:13
Cardiff Central	130	07:02*	22:08*
Taunton	49	05:17	22:13

* Not direct services

3. SCOPE AND OBJECTIVES

Scope

3.1 The primary goals of this RTP are to:

- i. Set out the scope and objectives of the RTP;
- ii. Set out initiatives and measures to promote accessibility by non-car modes;
- iii. Set out modal share targets;
- iv. Set out management requirements including the Travel Plan Co-ordinator (TPC) role; and
- v. Set out requirements for monitoring and reviewing the initiatives and measures proposed through dissemination of information including surveys of resident's travel habits.

Objectives

3.2 The key objectives are as follows:

- i. Reduce single occupancy car usage for the development site through encouraging more sustainable travel modes to be used with a target reduction of 10% of single occupancy vehicle trips;
- ii. Increase residents' awareness of the advantages and potential for travel by more environmentally friendly modes of transport therefore reducing traffic;
- iii. Set in place the foundations and culture for a sustainable transport policy for the development, which will develop and grow with time to help reduce transport impact on the environment;
- iv. Encourage community interaction through reducing the severance effects created by motor traffic; and
- v. Complement other TP's that operate in the local area with the aim of promoting a more holistic and inclusive approach to sustainable travel.

3.3 This RTP contains a number of initiatives and measures to ensure that the targets can be achieved, and the objectives listed above can be met. These targets will be reviewed annually by the designated TPC and the initiatives and measures will be monitored and updated where necessary if targets are not being met. Similarly, the targets may be adjusted if the Travel Plan is working well or particularly badly.

Benefits

- 3.4 The benefits to the residents who meet the objectives of the Travel Plan would include:
- Reduce the cost of personal travel;
 - Improve personal and wider community health; and
 - Reduce air and noise pollution.

4. TRAVEL PLAN TARGETS

- 4.1 Targets are the measurable goals that must be set to assess whether or not the objectives of the plan are being achieved. The key objectives of this RTP are included at **paragraph 3.2**.
- 4.2 Whilst it is the intention of this RTP to encourage residents to travel sustainably for all journeys, it is considered that commuting trips are the key journeys that the RTP will target.
- 4.3 2011 Census data was analysed for the 'E02003077' ward to establish methods of travel to work. **Table 4.1** summarises the data and estimates the reduced modal share for years 1, 3, and 5 of the development. The census data is included at **Appendix 1**.

APPENDIX 1 – CENSUS DATA

- 4.4 Census data for the MSOA '*North Somerset 013*' suggests that main commuter destinations for residents of Wrington and the surrounding areas are Wrington, Bristol (Cabot and Lawrence Hill), Banwell and Winscombe, Chew Valley South, Bedminster and Yatton. The census data demonstrates that the top workplace destinations are either in North Somerset or Bristol. Targets have therefore been devised with consideration to commuter destinations and the modes of transport available to them.

Table 4.1 – Method of Travel to Work (2011 Census)

Method of Travel	Actual Number	Current %	1 Year %	3 Year %	5 Year %	Percentage Increase/Decrease
Work mainly at home or from home	0.0	0.0	0.6	1.8	3.0	3.0
Underground, metro, light rail, tram	0.0	0.0	0.0	0.0	0.0	0.0
Train	27.0	1.2	1.4	1.8	2.2	1.0
Bus, minibus or coach	58.0	2.7	2.9	3.3	3.7	1.0
Taxi	0.0	0.0	0.0	0.0	0.0	0.0
Motorcycle, scooter or moped	25.0	1.2	1.2	1.2	1.2	0.0
Driving a car or van	1760.0	81.1	79.1	75.1	71.1	-10.0
Passenger in a car or van	100.0	4.6	5.0	5.8	6.6	2.0
Bicycle	53.0	2.4	2.7	3.3	3.9	1.5
On foot	144.0	6.6	6.9	7.5	8.1	1.5
Other method of travel to work	3.0	0.1	0.1	0.1	0.1	0.0
Total	2170.0	100.0	100.0	100.0	100.0	

Note: Figures may not sum due to rounding

4.5 It can be seen from **Table 4.1** that there is significant potential to reduce the level of single occupancy car travel. It is considered that there is scope to target a reduction of 10% in single occupancy car travel and increase the percentage of commuters travelling by bus, bicycle and foot. It is also expected that there will be a significant increase in the number of people working from home in the Post Covid-19 era.

4.6 At this stage, it is anticipated that the 10% reduction will be achieved by the end of the five-year period carried out by the Travel Plan Coordinator.

- 4.7 These targets are indicative as baseline surveys will determine the true baseline mode split which will allow more accurate and informed targets to be set. These will be carried out after 50% occupation.

- 4.8 The TPC will liaise with Travel Plan Officers at North Somerset Council to draft appropriate baseline surveys detailing the modes of transport used by residents. The results will be closely analysed to determine site specific targets in agreement with North Somerset Council.

- 4.9 Following occupation, surveys will be distributed by the Travel Plan Coordinator to residents six months after 50% occupation.

5. MEASURES AND INITIATIVES

- 5.1 The measures and initiatives proposed below will be implemented at the outset, before the new dwellings are occupied, in order to maximise the opportunity to influence new residents' travel patterns before they have become established.
- 5.2 **Table 5.1** details the measures and initiatives that will be implemented by the developer.

Table 5.1 – Measures and Initiatives

PROMOTIONAL MEASURES	
1	The provision of a 'Travel Information Pack' for residents, which will contain details of how trips to local leisure and employment facilities can be achieved by other means to the private car. It will give information on bus routes and frequency, local cycle routes and the location of local schools and amenities.
2	A residents' noticeboard will be located in one of the communal open spaces and will contain similar information to that in the 'Travel Information Pack' such as local cycle maps, details of local cycle retailers and cycle parking facilities at local communities.
3	Sustainable travel information will be available within the sales and marketing office.
WALKING AND CYCLING MEASURES	
4	Walking and cycling maps will be contained within the Travel Information Packs.
5	Signage will be provided on the main pedestrian and cycling routes within the development showing the time taken in minutes and distance in ¼ mile increments to key local facilities and destinations.
6	Walking and cycling based websites will be promoted.
7	Covered cycle parking will be provided within the development providing secure storage for bicycles in accordance with parking standards.
8	Travel information will be provided on the residents' noticeboard that will be located in a central area and contain information such as that described in measure 2.

9	The developer will provide funds to North Somerset Council to update / produce local walking / cycling maps if directly related to the new development, with copies provided in the Residents' Travel Information Pack. The level of funding will be agreed prior to adoption of the final TP.
10	The TPC will seek to negotiate discounts at local cycle retailers or provide a voucher to each household towards a bicycle.
PUBLIC TRANSPORT MEASURES	
11	The provision of up to date public transport information will be provided through leaflets, in addition to being available via public transport website www.travelinesw.org.uk and available smart-phone applications.
12	The provision of central notice boards within the development such as that described in measure 2.
13	If required, the TPC will discuss the potential for the development to fund the provision of a three-month local area bus Freedom Ticket for each dwelling. If required these tickets will be provided on request.
CAR BASED INITIATIVES	
14	Car share database websites such as Faxe, Liftshare, Bla Bla Car and others promoted on the Travel West website will be promoted within the Travel Packs and on noticeboards.
15	Home working will also be promoted through good internet connections in order to reduce the need to travel
PERSONAL TRAVEL PLANNING	
16	If required, Personalised Travel Planning (PTP) will be provided at the development and will be undertaken by the TPC. This will be offered at first occupation for all residents in their 'Travel Information Pack'.
17	As well as at first occupation, PTP will be offered to all residents on an annual basis for the duration of the TP monitoring, if required. Residents will be asked if they want to take part in the PTP scheme via doorstep interviews and via a PTP confirmation form.

Travel Plan Coordinator

- 5.3 Strongvox Homes (Taunton) will appoint a relevant person to act as a TPC for the development. The TPC will oversee the implementation of the Travel Plan for the whole site and manage the strategy for meeting the objectives.
- 5.4 The TPC will be responsible for the following:
- i. To oversee the implementation of the site travel plan;
 - ii. To provide site specific marketing materials;
 - iii. To promote the Travel Plan to residents;
 - iv. To produce, explain and distribute the Travel Information Packs;
 - v. To act as the liaison between public transport operators, the local authorities and other relevant groups;
 - vi. To undertake and monitor residential questionnaire travel surveys;
 - vii. To monitor the progress of the travel plan; and
 - viii. To ensure relevant occupiers meet the respective contribution to the Travel Plan's objectives and targets.
- 5.5 At the end of the Travel Plan period, it is anticipated that the TPC will hand over the roles and responsibilities to a local community group or Travel Plan Officer at North Somerset Council, who would then have dedicated responsibility for the ongoing implementation and monitoring of the residential travel plan.

Awareness and Marketing

- 5.6 The developer will ensure from the outset that a Travel Plan is in operation for the site by the TPC and will be informed of the initiatives and measures contained within the plan. Sales staff involved in the marketing of the residential dwellings will also be aware of the Travel Plan so they can explain the benefits to prospective purchasers. Information will also be available within the sales office on the opportunities to walk, cycle and use public transport to and from the site.

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- 5.7 The following means of publicity may be used going forward:
- i. Newsletters circulated as appropriate;
 - ii. Marketing material such as posters;
 - iii. Travel Plan notice boards will include site-specific information identifying walking and cycling route maps and public transport information. The Travel Plan notice board(s) will be strategically positioned within the residential development and updated by the TPC, as appropriate; and
 - iv. Travel Information Packs including a Sustainable Travel Leaflet which will contain information such as bus and rail timetables, walking and cycling route maps, and educational information on the health and environmental benefits of alternative modes to single occupancy car travel to local facilities and amenities.
- 5.8 During the annual surveys that will take place as ongoing monitoring, the TPC will promote measures and initiatives.
- 5.9 All of the measures and initiatives above will be reviewed as the Travel Plan progresses and as monitoring highlights which measures have been successful and those that are not as successful. At this stage, measures will be subject to change to ensure the TP continues to target influential areas of travel behaviour change and also to ensure that the associated TP budget is utilised to its full potential.

6. IMPLEMENTATION, DISSEMINATION AND MONITORING

6.1 It will be important to monitor and review this TP to understand if the proposed targets and objectives are being met. Monitoring will be carried out using the following initiatives:

- i. Residents questionnaire surveys will be carried out to obtain details of residents' travel habits; and
- ii. Awareness of the Travel Plan will be monitored through a question within the questionnaire.

Residential Travel Surveys

6.2 Resident questionnaire travel surveys will be carried out at three months after 50% occupation and thereafter biennially, for the first five years. These will confirm travel habits and will also quantify proportions of travel by the various modes of transport (the modal share). A question on what would influence residents to use alternatives to driving alone will also be included.

6.3 The surveys will collate information on changes in car travel, increases and/or decreases in walking and cycling, and provide feedback on the level of awareness of the TP in addition to providing data relating to journey types, distances and vehicle types.

6.4 The TPC will carry out monitoring the surveys. The content of the surveys will be established with the input of Travel Plan Officers at North Somerset Council in advance and the results analysed and submitted to North Somerset council on completion. The TPC will be responsible for distributing the questionnaire surveys.

6.5 The surveys will include information that can focus the measures and initiatives contained in the TP, on the residents most likely to change from private car use to more sustainable travel. Useful information may include:

- i. Duration of Travel;
- ii. Travel Patterns;
- iii. Where residents work;
- iv. Any barriers to particular types of travel;

- v. Residents who are most willing to change their travel habits; and
- vi. The popularity of the various incentives and measures that residents may consider changing their methods of transport.

Monitoring Report

- 6.6 Monitoring reports will be produced after the surveys have been carried out to determine whether the proposed objectives and targets have been met. The report structure may follow:
- i. Summary of the measures and targets;
 - ii. Monitoring methods used;
 - iii. Summary and analysis of results; and
 - iv. Future targets / actions to be taken.
- 6.7 The monitoring reports will be prepared by the TPC and will be issued to and agreed with North Somerset Council.
- 6.8 An initial travel survey will be undertaken three months after 50% occupation of the development and then biennially for the first five years from first occupation (i.e. year one, three and five). The surveys would gather baselines data from which performance against the targets can be reviewed.

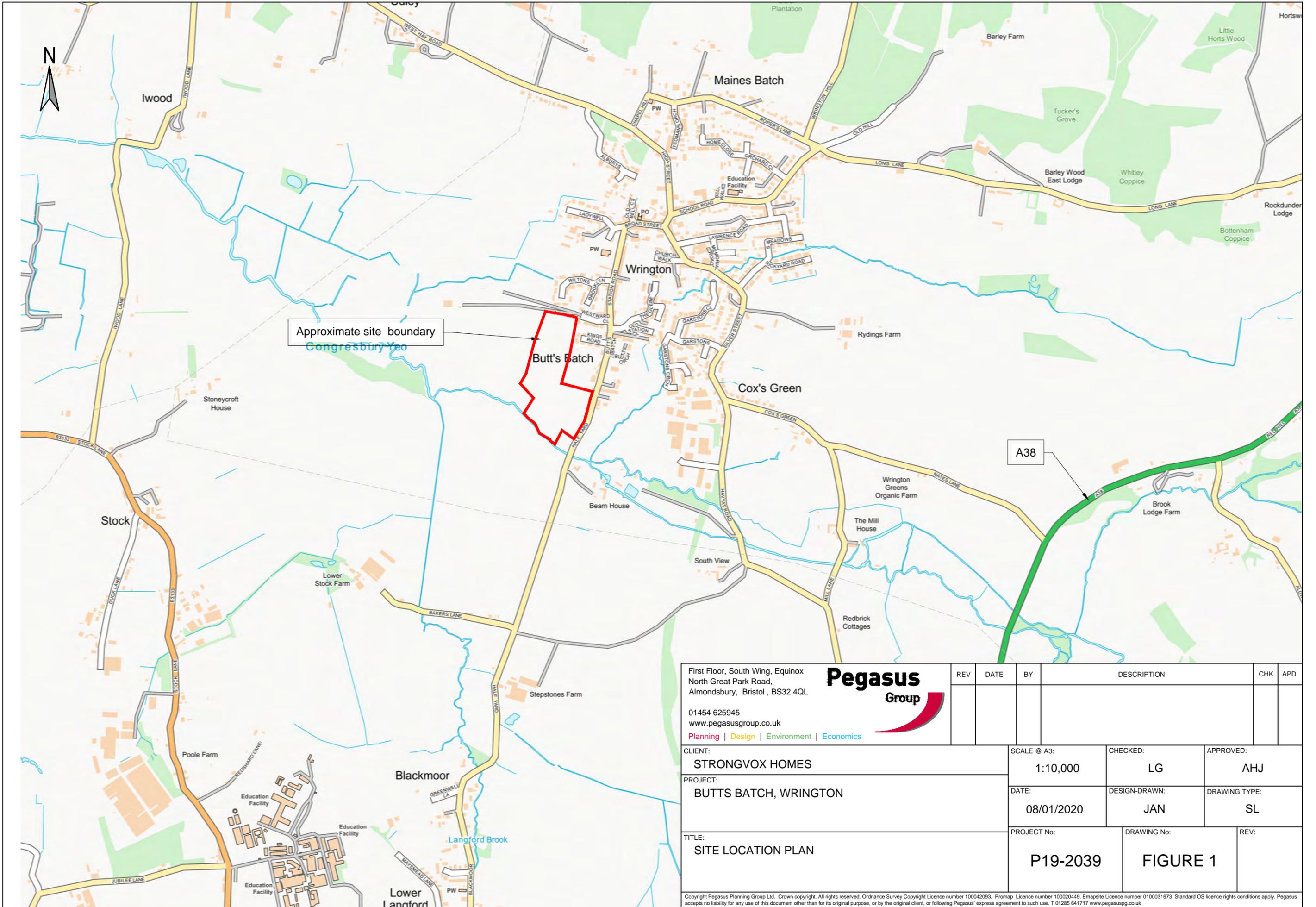
Dissemination of Travel Plan Surveys

- 6.9 It is essential to maintain interest in the Travel Plan. Once operational, the scheme will need regular new publicity drives to attract interest from new residents. As a result, residents will be kept informed of the results of the surveys, as it will keep them actively involved and because it will act as a useful promotional material to retain interest in the objectives. Means of publicity are considered in detail in **Chapter 5**.

Back up Measures

- 6.10 It is considered that the modal share targets are achievable based on the proposed package of measures. However, it may be considered necessary to have back-up measures if the targets are not met such as discount vouchers which can be provided by the TPC. Future measures and initiatives will not be implemented without agreement from travel plan officers at North Somerset Council.

FIGURE 1
SITE LOCATION PLAN



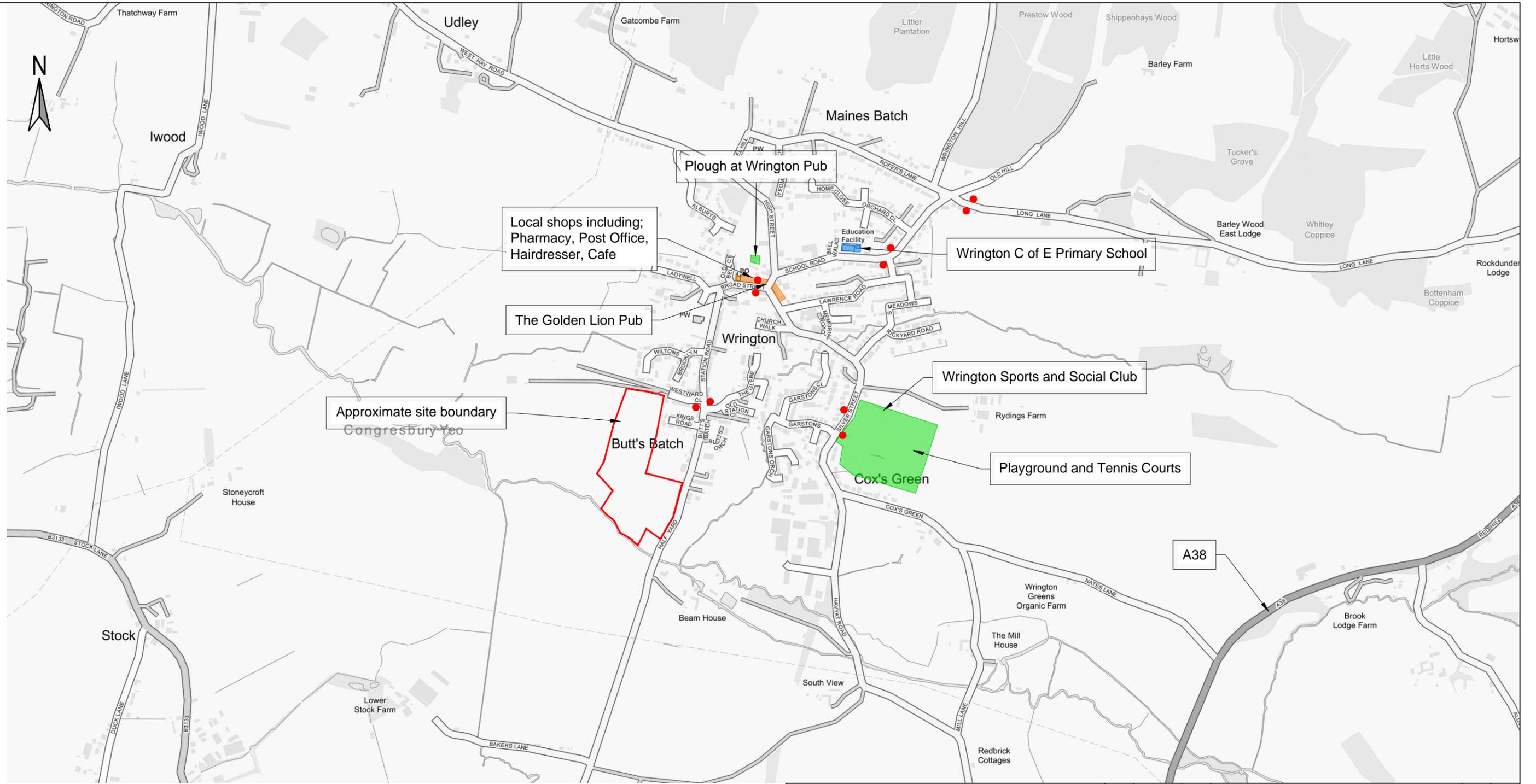
Approximate site boundary
Congresbury Yeo

A38

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PROJECT: BUTTS BATCH, WRINGTON	DATE: 08/01/2020	DESIGN-DRAWN: JAN	DRAWING TYPE: SL					
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FIGURE 2
LOCAL FACILITIES AND AMENITIES



Local shops including;
Pharmacy, Post Office,
Hairdresser, Cafe

The Golden Lion Pub

Approximate site boundary
Congresbury Yeo

Butt's Batch

Cox's Green

Wrington C of E Primary School

Wrington Sports and Social Club

Playground and Tennis Courts

A38

Key:

-  Approximate site boundary
-  Bus stop
-  Education
-  Shops
-  Leisure

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CLIENT:
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PROJECT:
BUTTS BATCH, WRINGTON

TITLE:
**LOCAL FACILITIES AND
AMENITIES PLAN**

REV	DATE	BY	DESCRIPTION	CHK	APD

SCALE @ A3: 1:10,000	CHECKED: LG	APPROVED: AHJ
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DATE: 08/01/2020	DESIGN-DRAWN: JAN	DRAWING TYPE: LFA
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PROJECT No: P19-2039	DRAWING No: FIGURE 2	REV:
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FIGURE 3
LOCAL BUS SERVICES

APPENDIX 1

CENSUS DATA

Method of	Actual Nun	Current %	1 Year %	3 Year %	5 Year %	Percentage Increase/ Decrease
Work main	0	0	0.3	0.5	1	1
Undergrou	0	0	0	0	0	0
Train	27	1.2	1.5	1.7	1.9	1
Bus, minibu	58	2.7	3	3.2	3.7	1
Taxi	0	0	0	0	0	0
Motorcycle	25	1.2	1.2	1.2	1.2	0
Driving a ca	1760	81.1	78.5	76	71	-10
Passenger i	100	4.6	5.1	5.6	6.6	2
Bicycle	53	2.4	3	3.7	4.9	2.5
On foot	144	6.6	7.2	7.9	9.1	2.5
Other metf	3	0.1	0.1	0.1	0.1	0
Total	2170	99.9	99.8	99.8	99.5	