

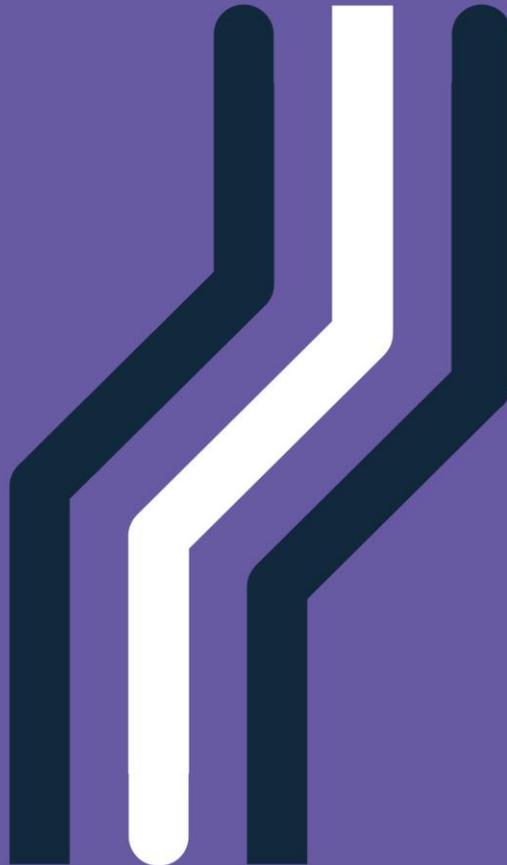


Cole Easdon

TRAVEL PLAN STATEMENT

Proposed Mixed-Use Development, Christchurch Hall,
Portland Street, Clifton, Bristol on Behalf of Crossman
(Portland Street) Limited

Date: October 2024
Issue No. 3



DOCUMENT ISSUE RECORD

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CE Plan 9694-201

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Level B1 Planning Plan

Drawing No. W0802.WW.XX.00.DR.A.0220.S0

Level 00 Planning Plan

Drawing No. W0802.WW.XX.01.DR.A.0221.S0

Level 01 Planning Plan

Drawing No. W0802.WW.XX.02.DR.A.0222.S0

Level 02 Planning Plan

Drawing No. W0802.WW.XX.03.DR.A.0223.S0

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Level 04 Planning Plan

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1.0 INTRODUCTION

1.1 This *Travel Plan Statement (TPS)* has been prepared by Cole Easdon Consultants (CE) on behalf of Cross (Portland Street) Limited in respect of a proposed mixed-use development at Christchurch Hall, Portland Street, Clifton, Bristol. Refer to CE Plan 9694-201 [*Location & Accessibility Plan*] contained within Appendix 1.

1.2 The site contains a 6 storey building (which includes a basement and loft space), and is Grade II listed. Originally a brewery, the site was converted into a radio and drama studio and was most recently used by the Bristol Old Vic Theatre School to serve as a teaching facility and as a recording studio for a wide range of music artists.

1.3 It is proposed to convert the building into a mixed-used development, featuring 227m² of commercial office space (Class E) and nine residential units. Refer to the following Drawings (by Westworks) contained within Appendix 2 of this Report:

- Drawing No. W0802.WW.XX.B1.DR.A.0219.S0 [*Level B1 Planning Plan*];
- Drawing No. W0802.WW.XX.00.DR.A.0220.S0 [*Level 00 Planning Plan*];
- Drawing No. W0802.WW.XX.01.DR.A.0221.S0 [*Level 01 Planning Plan*];
- Drawing No. W0802.WW.XX.02.DR.A.0222.S0 [*Level 02 Planning Plan*];
- Drawing No. W0802.WW.XX.03.DR.A.0223.S0 [*Level 03 Planning Plan*]; and
- Drawing No. W0802.WW.XX.04.DR.A.0224.S0 [*Level 04 Planning Plan*].

Full details regarding the development proposals are provided within Section 4 of this Report.

1.4 The *TPS* relates to the residential elements of this development and is reflective of the scale of development proposed. It demonstrates a commitment by the developer to limiting the impact of the proposal on both the local highway network and on the environment through encouraging the use of sustainable modes of travel amongst future residents.

Travel Plan Target Audience

1.5 In the first instance, this *TPS* is to be read by Technical Officers of the Local Planning and Highway Authorities. More user-friendly literature will be produced for residents and included in Travel Information Packs distributed to the occupiers of each unit.

Structure of the Report

1.6 The *TPS* is structured into the following sections:

- Section 2.0 sets out the objectives of the *TPS*;
- Section 3.0 describes the existing conditions both within and surrounding the development;

-
- Section 4.0 outlines the development proposals;
 - Section 5.0 describes the package of measures proposed for the development; and
 - Section 6.0 looks at the implementation of the *TPS* including an Action Plan and proposed monitoring.

2.0 TRAVEL PLAN OBJECTIVES

- 2.1 This Section identifies the proposed objectives for the *TPS*.
- 2.2 The headline objective of this *TPS* shall be as follows: *‘To reduce the number of new car borne trips, particularly single occupancy trips, on the local highway network resulting from the development to a lower level than predicted within the Transport Statement, and to encourage residents and their visitors to travel by sustainable modes of transport’.*
- 2.3 Beneath this headline objective, it is possible to identify a number of other sub-objectives as follows:
- A. promote the development as a sustainable housing (and employment) location;
 - B. to reduce single occupancy car trips;
 - C. to encourage residents to walk or cycle; and
 - D. to encourage the use of public transport.
- 2.4 Delivery of this *TPS* will not only benefit future residents, but will also contribute towards enhancing the environment of the wider community. This will be achieved through increased numbers of residents walking and cycling and making use of local public transport as well as by reducing congestion and journey times and improving local air quality through reduced emissions.

3.0 EXISTING SITE CONDITIONS

3.1 This Section considers the existing site including location, local facilities and the local transport network.

Site Location

3.2 The proposed development site lies between Portland Street (to the south) and Gloucester Street (to the north) within the suburb of Clifton, Bristol. Courtyard Spaces (shared with residential properties with access off Portland Street) form the immediate western and eastern boundaries to the site, whilst residential properties fronting onto Gloucester Street form the northwestern and northeastern boundaries. The total site area (including the parking site) is 340m² (0.034ha).

3.3 The site is located approximately 2.6km (1.6 miles) to the northwest of Bristol city centre. A 20mph speed limit applies to all streets within the Clifton Village area.

Access to Local Facilities

3.4 The location of the proposed development site provides good access to key services (food retail, health and employment) within a reasonable travel time by sustainable modes of transport. The local facilities, for example, will be easily reached on foot and by bicycle, whilst other facilities are accessible by public transport.

3.5 Table 3.1 provides summary details of the nearest services and facilities (by type) to the proposed development site. Refer also to CE Plan 9694-201 [*Location & Accessibility Plan*] within Appendix 1.

Table 3.1: Approximate Distances to Local Services from the Proposed Development Site

Description	Approx. Distance from Site for Walking / Cycling	Local Service
Convenience Store	230m (0.1 miles)	Co-op Food - Clifton, Princess Victoria St, Clifton, BS8 4BX
	350m (0.2 miles)	Tesco Express, 32 And 34 Regent St, BS8 4HU
	450m (0.3 miles)	Premier, 22 Regent St, BS8 4HG
Supermarket	1.8km (1.1 miles)	Sainsbury's, Clifton Down Shopping Centre, Whiteladies Rd, BS8 2NN
Cashpoint (free)	350m (0.2 miles)	Tesco Express, 32 And 34 Regent St, BS8 4HU

Gym / Leisure Facilities	500m (0.3 miles)	Feel Fit - Sustainable Fitness, 5a Regent St, BS8 4HW
	950m (0.6 miles)	Clifton Group Fitness Studio, Guthrie Rd, BS8 3EZ
	1.4km (0.8 miles)	Anytime Fitness Bristol, 48 Queens Rd, BS8 1RE
Hairdresser	100m (315 ft)	Omglamour Hair and Beauty, 17, 19 Portland St, BS8 4JA
	400m (0.2 miles)	Seventh Avenue Hair and Beauty, 7 Boyce's Ave, BS8 4AA
Dentist	100m (315 ft)	Christchurch Healthcare & Management Ltd, 15 The Mall, BS8 4DS
	350m (0.2 miles)	Bupa Dental Care Clifton, 40-42 Regent St, BS8 4HU
Doctors / GP	1.3km (0.8 miles)	Pembroke Road Surgery, 111A Pembroke Rd, BS8 3EU
Pharmacy	300m (0.2 miles)	Clifton Village Pharmacy, 10 Princess Victoria St, BS8 4BP
	450m (0.3 miles)	Regent Pharmacy 13 Regent St, BS8 4HW
Library	280m (0.2 miles)	Clifton Library, 13 Princess Victoria St, BS8 4BX
Public House	17m (56 ft)	The Coronation Tap, 8 Sion Pl, BS8 4AX
	100m (315 ft)	The Brunel, 38 The Mall, BS8 4DS
Post Office	400m (0.3 miles)	Clifton Village Post Office, 22 Regent St, BS8 4HG

3.6 It can be seen from Table 3.1 that all of the local amenities are situated within 2km of the proposed development. The vast majority of them are within 500m of the proposed development, so are easily accessible by walking and cycling.

3.7 In addition to the facilities listed above, the development is situated within 500m of The Mall, Princess Victoria Street and Regent Street / Clifton Down Road, which form the main shopping streets within Clifton Village. A large number of cafes, take-aways, bars and restaurants are all situated within this area together with a number of independent shops.

3.8 The following provides a synopsis of the nearby provisions by type.

Employment

3.9 Principal employment areas with close proximity to the proposed development site include:

- Clifton Triangle (1.3km, 0.8 miles – 15 minutes' walk¹);
- BBC Bristol, Whiteladies Road (1.4km, 0.9 miles – 17 minutes' walk);
- Bristol University, Tyndall Avenue (1.7km, 1.0 mile – 20 minutes' walk);
- Canons Marsh (1.9km, 1.2 miles – 23 minutes' walk);

¹ At 1.4m/s in accordance with *Providing Journeys on Foot*, CIHT

- Bristol Royal Infirmary, Upper Maudlin Street (2.3km, 1.4 miles – 12 minutes' cycle²)
- Bristol city centre (2.6km, 1.6 miles – 13 minutes' cycle);
- Broadmead (3.0km, 1.8 miles – 15 minutes' cycle); and
- Temple Quay (3.4km, 2.1 miles – 17 minutes' cycle).

3.10 All of the locations listed above are located within 5km where cycling trips offers the greatest potential to replace car trips.

Walking and Cycling

3.11 Portland Street, Gloucester Street, The Mall and Sion Place all benefit from footway provision. A pedestrian crossing located on Gloucester Row, close to the junction with The Mall (to the north of the site), provides access onto a number of pedestrian only routes that run along the edge of Clifton Village towards Clifton Down as well as a pedestrian route towards Clifton Suspension Bridge, Ashton Court Estate and Leigh Woods.

3.12 The nearby shopping streets of Princess Victoria Street and Regent Street / Clifton Down Road also benefit from being accessible for pedestrians and cyclists. Princess Victoria Street is closed to all motor traffic between 11:00 and 17:00 daily, providing a traffic free route during these periods. Controlled pedestrian crossings are located on Regent Street / Clifton Down Road (close to the junction with Princess Victoria Street and Royal York Crescent), which give priority to pedestrians and provide easy access to pedestrian routes such as Victoria Square, which provide more direct access towards Clifton Triangle than is possible for other modes.

3.13 Figure 3.1 below illustrates the walking distance that can be achieved within 20 minutes, and shows that most of Clifton (including Clifton Down railway station), Whiteladies Road, Clifton Triangle, Bristol University, Hotwells, along with parts of Clifton Down and Ashton Court Estate can all be comfortably accessed within that time period.

² 3 At 12kph (7.5mph) as recommended by the DfT

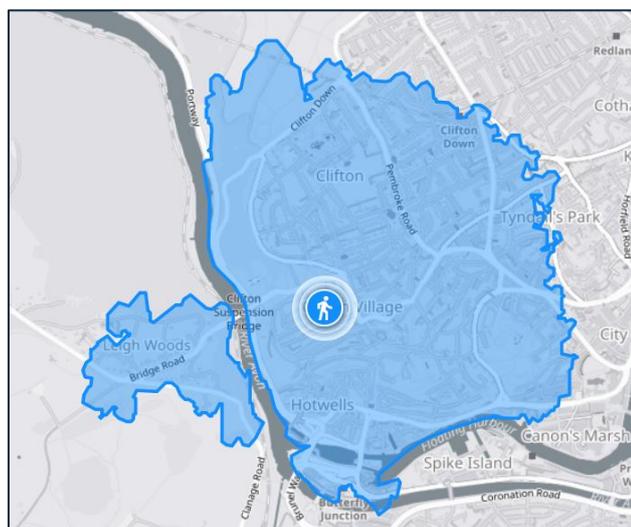


Figure 3.1: Walking distance achievable within 20 minutes from the site
Source: traveltime.com

- 3.14 The development is located in close proximity to a number of marked cycle routes. The Portway can be accessed from Hotwells Road approximately 1.2km to the south of the development or from Bridge Valley Road approximately 2.1km to the northwest.
- 3.15 The route provides a traffic free cycle route along the northern side of the Floating Harbour into Bristol city centre and towards Shirehampton and Avonmouth.
- 3.16 Connections can be made at Hotwells onto the Festival Way cycle route (part of National Cycle Network Route 33), which offers a route towards the University of the West of England's Bower Ashton Campus, Long Ashton and Nailsea and also onto National Cycle Network Route 41, which provides a link towards Pill, Portishead and Clevedon.
- 3.17 In Bristol city centre there are connections to a number of cycle routes, most of which are traffic free.
- 3.18 The Downs Way can be accessed from Woodland Road, close to Clifton Triangle and Bristol University (approximately 2.0km to the west of the development). This provides a signed cycle route towards Redland, Westbury and Henbury, largely along quieter roads. A copy of BCC's Bristol Cycle Map is included within Appendix 3 of this Report and provides details of all cycle routes within Bristol.
- 3.19 Figure 3.2 below illustrates the cycling distance that can be achieved within 20 minutes of the site. This covers a large part of Bristol including Westbury-on-Trym and Bishopston to the

north, Eastville and Lawrence Hill to the east, Bedminster Down to the south and Long Ashton, Ashton Court and Leigh Woods to the west.

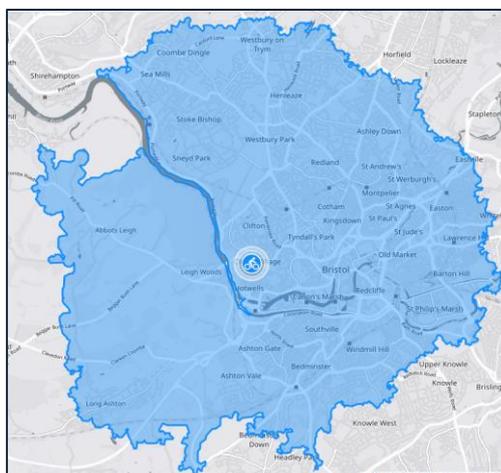


Figure 3.2: Cycling distance achievable within 20 minutes from the site
Source: traveltime.com

3.20 Those residents that are not in possession of a bicycle, can make use of Bristol's cycle and scooter hire scheme. Users will need to sign up to the operator's mobile phone app, where they can then rent an electric bicycle and scooter. The nearest parking point is located on Clifton Down Road, close to the junction with Portland Street (approx. 280m to the east of the development). Each vehicle costs 99p to unlock and is then charged at 16p per minute. Frequent users can make use of passes that reduce the cost of rentals.

Bus

3.21 The development is well served by local bus services. These can be accessed from bus stops on Clifton Down Road (Clifton Village) and Clifton Down (Clifton Christchurch) both of which are located approximately 300m from the site (to the southeast and northeast respectively).

3.22 Both sets of stops in either direction feature a bus flag, timetable information, shelters, seating and real-time passenger information displays. Both sets of stops at Clifton Christchurch, plus the northbound Clifton Village stop also feature raised kerbs, so that a bus can stop level with the kerb for wheelchairs and pushchairs. A summary of local bus services is provided within Table 3.2.

Table 3.2: Summary of bus services available in close proximity to the site³

Service No.	Nearest Bus Stop	Route	Approximate Frequency
5 First	Clifton Village and Clifton Christchurch (southbound)	Clifton Down Road – Clifton Triangle – College Green – City Centre – Broadmead – Cabot Circus – Old Market – Barton Hill – St Annes	MONDAY – FRIDAY 06:20-19:35 2 buses per hour 19:35-21:45 1 bus per hour SATURDAY 07:15-19:40 2 buses per hour 20:40, 22:05 SUNDAY 08:40-19:20 every 45 minutes
	Clifton Village and Clifton Christchurch (northbound)	Clifton Down Road – Pembroke Road – Clifton Down – Clifton Down Road	MONDAY – FRIDAY 05:45, 06:20, 06:50 07:05-19:35 5 buses per hour 19:35-23:35 3 buses per hour SATURDAY 06:20-08:20 2 buses per hour 08:20-09:30 3 buses per hour 09:30-18:45 4 buses per hour 18:45-20:30 3 buses per hour 20:30-23:30 2 buses per hour SUNDAY 07:20-09:20 2 buses per hour 09:20-12:40 3 buses per hour 12:40-18:00 4 buses per hour 18:00-19:40 3 buses per hour 19:40-23:40 2 buses per hour
505 Stagecoach	Clifton Village and Clifton Christchurch (southbound)	Clifton Down Road – Clifton Triangle – Hotwells Road – Hotwells – Bower Ashton – Long Ashton (Park & Ride)	MONDAY – SATURDAY 06:10-19:15 2 buses per hour 19:15-21:15 1 bus per hour 21:50, 22:50 SUNDAY 10:20-18:20 1 bus per hour
	Clifton Village and Clifton Christchurch (northbound)	Clifton Down Road – Clifton Down – Blackboy Hill – Westbury Park – Kellaway Avenue – Horfield Common – Southmead Hospital	

3.23 Reference to Table 4.2 demonstrates that the proposed development is well connected to frequent bus services into Bristol city centre, Broadmead and Bristol Temple Meads as well as services towards north Bristol, Southmead Hospital and southeast Bristol.

Rail

3.24 The nearest railway station is Clifton Down, located approximately 1.6km (1.0 mile) to the northeast of the proposed development. The station can be accessed via Pembroke Road and All Saints Road to the western entrance into the station. The site can be accessed in approximately 19 minutes on foot and eight minutes by bicycle.

³ As of January 2024

3.25 The station is served by suburban services to Avonmouth, Severn Beach, Lawrence Hill, Bristol Temple Meads and Weston-super-Mare. Table 4.3 provides a summary of direct services available from Clifton Down, all of which are operated by Great Western Railway (GWR).

Table 3.3: Summary of direct rail services from Lawrence Hill Railway Station⁴

Destination	Typical Journey Time	Typical Frequency	Weekend Services
Shirehampton via Sea Mills	8 minutes	2 trains per hour	Sat: 2 trains per hour Sun: 1 train per hour
Avonmouth via Portway	12 minutes		
Severn Beach	23 minutes	1 train per hour	Sat & Sun: 1 train per hour
Montpelier via Redland	4 minutes	2 trains per hour	Sat: 2 trains per hour Sun: 1 train per hour
Lawrence Hill via Stapleton Road	11 minutes		
Bristol Temple Meads	16 minutes		
Parson Street via Bedminster	31 minutes	1 train per hour	Sat & Sun: 1 train per hour
Nailsea & Backwell	38 minutes		
Weston-super-Mare via Yatton	1 hour		

3.26 As can be seen from Table 3.3, a number of destinations can be accessed from Clifton Down railway station. Improvements to the train service introduced in 2021, mean that a number of destinations within Bristol can be accessed without the need to change trains or enter Bristol city centre such as Bedminster, Parson Street, Avonmouth and Severn Beach all of which are major employment centres. Additionally, those working and visiting Weston-super-Mare now have a direct service from Clifton Down.

3.27 Cycle stands at the station can accommodate up to 32 bicycles. Additionally, bicycles can be taken aboard most trains that serve Clifton Down.

3.28 More frequent railway services can be accessed from Bristol Temple Meads station, which is the main railway station serving the city of Bristol. This is located approximately 3.4km to the southeast of the proposed development and can be accessed on bicycle within approximately 17 minutes or by bus service 8 from Clifton Down Road within approximately 35 minutes. This bus service terminates adjacent to the entrance into Temple Meads station, for seamless connection between bus and train.

3.29 There is space for over 400 bicycles to be stored at the station and bicycles can be taken aboard many train services.

⁴ As of April 2024

- 3.30 A summary of train services from Bristol Temple Meads is as follows⁵:
- up to four times per hour to Bath Spa;
 - continuing two times per hour to London Paddington via Chippenham, Swindon, Didcot Parkway and Reading;
 - continuing two times per hour to Westbury via Bradford-on-Avon and Trowbridge with alternate trains to Warminster, Salisbury, Romsey, Southampton, Fareham and Portsmouth Harbour;
 - trains once every two hours extend beyond Westbury to Frome, Yeovil Pen Mill, Dorchester West and Weymouth;
 - up to four times per hour to Weston-super-Mare;
 - continuing once per hour to Penzance via Burnham-on-Sea, Bridgwater, Taunton, Exeter St Davids, Plymouth and Truro;
 - up to once an hour to Plymouth direct via Taunton, Tiverton Parkway, Exeter St Davids, Newton Abbot and Totnes;
 - up to two trains per hour to Cardiff Central via Newport; and
 - up to four trains per hour to Bristol Parkway;
 - continuing two times per hour to Gloucester via Yate and Cam & Dursley, with alternate trains to Cheltenham Spa and Worcester;
 - continuing two times per hour to Birmingham New Street via Cheltenham Spa, with alternate trains to Manchester Piccadilly (via Stoke-on-Trent) and to Edinburgh (via Yorkshire and the North East).

Car Club

- 3.31 There are four car club facilities located within close proximity to the development site. This reduces the need to own and park a vehicle on site, with users being able to sign up to the scheme and make use of the vehicles when available. This is beneficial to residents at this development site, as the current arrangements for parking within Clifton Village will make it difficult to own and park a car within the surrounding area.
- 3.32 Zip Car operate two car club facilities to the south of the site at Royal York Crescent and Victoria Square (500m and 550m from the site respectively), whilst Co-Wheels operate two to the north of the site at Canynge Road and Christchurch Road (350m and 450m from the site respectively). Figure 3.3 below, shows the location of the Car Clubs facilities (denoted by the Car Club logos).

⁵ Monday to Friday daytime

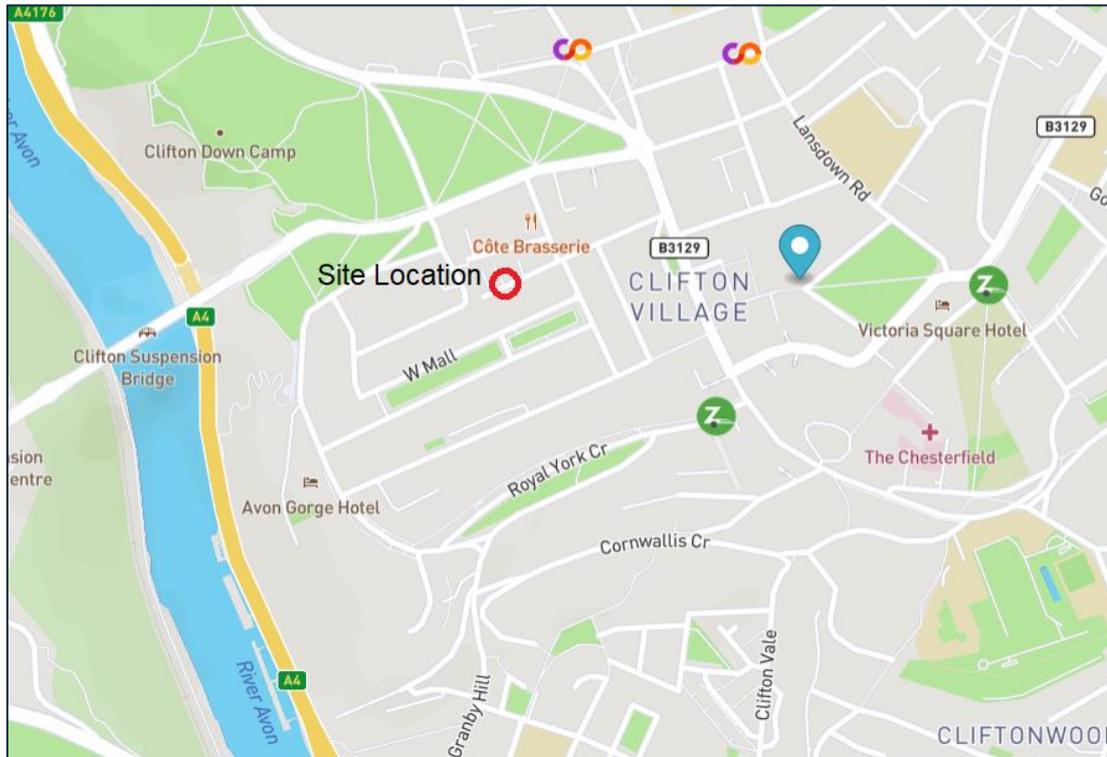


Figure 3.3: Car Club Locations in Close Proximity of the Site
Source: CoMoUK

Summary

- 3.33 Future residents of the proposed development will benefit from the close proximity to Clifton Village, where a range of amenities are located which are accessible easily on foot. The development is also located in close proximity to Clifton Triangle and Bristol city centre, both of which are easily accessed by foot and bicycle.
- 3.34 Residents can also benefit from easy access to the electric bicycle and scooter hire scheme as well as frequent bus services to Bristol city centre and Bristol Temple Meads railway station. For those residents that wish to travel further afield, Clifton Down railway station is located in close proximity and the frequent bus service from Clifton Village into Bristol Temple Meads provides easy access to all other train services from Bristol.
- 3.35 Additionally, there are a number of Car Club facilities that provide users with the flexibility of car travel, without the need to own a vehicle.
- 3.36 It has been demonstrated that future residents of the proposed development will not be reliant on travel by private car.

4.0 DEVELOPMENT PROPOSALS

4.1 The planning application seeks permission to change the use of the existing building to create nine residential units and 227m² of commercial office space (Class E). The exterior elevations, which are relatively unchanged, will be retained with only beneficial works undertaken.

4.2 The commercial office space will be located on the basement and ground floors of the building, together with stores for the residential units, as shown on Drawing Nos. W0802.WW.XX.B1.DR.A.0219.S0 [*Level B1 Planning Plan*] W0802.WW.XX.00.DR.A.0220.S0 [*Level 00 Planning Plan*] (by Westworks) contained within Appendix 2 of this Report.

4.3 The residential units will occupy the remaining floors of the property as follows:

- first floor;
 - 1 No. one-bedroom apartment;
 - 2 No. two-bedroom apartments;
- second floor;
 - 1 No. one-bedroom apartment;
 - 2 No. two-bedroom apartments;
- third and fourth (Loft) floors;
 - 3 No. three-bedroom duplex apartments.

Refer to Drawing Nos. W0802.WW.XX.01.DR.A.0221.S0 [*Level 01 Planning Plan*], W0802.WW.XX.02.DR.A.0222.S0 [*Level 02 Planning Plan*], W0802.WW.XX.03.DR.A.0223.S0 [*Level 03 Planning Plan*] and W0802.WW.XX.04.DR.A.0224.S0 [*Level 04 Planning Plan*] (by Westworks) contained within Appendix 2 of this Report.

Proposed Access

4.4 The existing access into the building will be retained as part of the development proposals. Ground floor access is available from Portland Street to serve the commercial office space and six of the residential units. The other three residential units will be accessed from the first floor of the building from Gloucester Street (at street level).

Car Parking

4.5 Car parking standards (maxima) are included within Appendix 2 of Bristol City Council's (BCC) Site Allocations and Development Management Policies document (July 2014). For office use (Class B1⁶) a maximum of one space per 50m² is stipulated.

⁶ Replaced in 2020 by Class Type E

- 4.6 For residential dwellings (Class C3), the following maximum standards apply:
- one bedroom house / flat – 1 space per dwelling;
 - two bedroom house / flat – 1.25 spaces per dwelling;
 - three or more bedroom house / flat – 1.5 spaces per dwelling.
- 4.7 There is flexibility to the above standards with regards to individual or small-scale developments. Two car parking spaces are currently provided for the building. These are located off-street almost directly opposite the Portland Street entrance. During business hours (between 08:00 and 18:00 Monday to Friday), they will be reserved for those working in the office space. Outside of those times, they will be allocated for use by the two largest residential units only.
- 4.8 Permits will be issued by the developer to employees of the office space and to the largest residential units.
- 4.9 The remainder of the residential units will be car free. In accordance with the Clifton Village residential parking zone, residents will not be entitled to apply for parking or visitor permits.
- Cycle Parking**
- 4.10 Cycle parking standards (minima) are also contained within Appendix 2 of BCC's *Site Allocations and Development Management Policies* document (July 2014).
- 4.11 For office use (Class B1) a minimum of one space per 100m² is required (from a threshold of 200m²).
- 4.12 For residential dwellings the following relevant standards apply:
- a minimum of one space per dwelling for 1-bedroom dwellings; and
 - a minimum of two spaces per dwelling for 2 to 3-bedroom dwellings.
- 4.13 Each of the residential units will be provided with a store on the basement level. The stores for the two and three bedroom units will include space for two bicycles to be accommodated within them, together with stands to secure them in place. The stores for the one bedroom units will include space for one bicycle to be accommodated within them. This will provide a total of 16 No. cycle spaces in accordance with the standards shown in Paragraph 4.12. Refer to Figure 4.1.



Figure 4.1: Location of the Residential Cycle Parking within each Storage Area

4.14 A cycle store will also be provided on the ground floor to cater for the commercial office space. This is located close to the entrance from Portland Street and will provide space for 3 No. bicycles in excess of the standards shown in Paragraph 4.11. Refer to Figure 4.2.

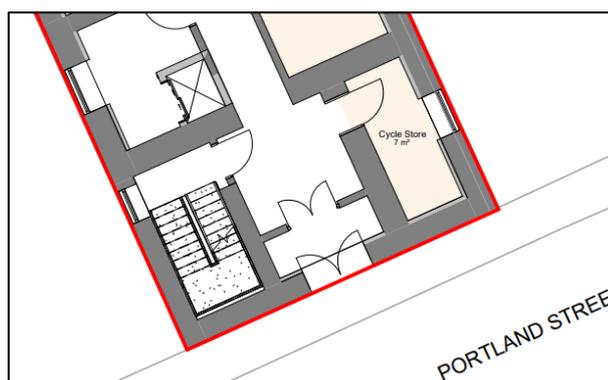


Figure 4.2: Location of the Commercial Cycle Storage Area

5.0 PACKAGE OF MEASURES

5.1 This Section identifies the range of measures that will be implemented to help achieve the identified objectives described in Section 2 of this Report. It may be necessary to refine or modify some of the measures following discussion and negotiations with the Local Planning and Highway Authority (BCC).

Marketing and Communication Strategy

5.2 The strategy for promoting the *TPS* will be through the following channels:

- through the Travel Information Packs issued to first time residents of each unit;
- through personalised travel planning (via email); and
- through online resources such as TravelWest and Better by Bike.

5.3 The Travel Information Packs will include the following:

- maps showing local facilities and walking and cycling routes;
- information about local car club schemes, including the benefits and how to participate;
- public transport information, including timetables and maps for the nearest routes and promotion of real time bus apps;
- details of cycle training available within the local area, cycle retailers and local walking and cycling groups;
- the health benefits of walking and cycling;
- promotion of the complimentary bus tickets and vouchers towards the purchase of bicycles and bicycle equipment;
- promotion of the bicycle facilities on-site;
- promotion of the loan a bike scheme and cycle and scooter hire schemes operated by TravelWest;
- promotion of railcards that entitle certain groups to 1/3 off rail travel and the 'Freedom Travelpass' that offer discounted bus and rail travel;
- promotion of the TravelWest website (www.travelwest.info) and Better by Bike website (www.betterbybike.info); and
- contact details of where to find out more information.

5.4 Personalised Travel Planning will be offered to all residents (via email) and will be promoted within the Travel Information Packs. Interested parties can make contact through the Travel Plan Co-ordinator (see Section 6.0 for further details), who can direct them to sustainable travel information that fits their requirements. This may be information on specific bus journeys and fare information, through to information about relevant car sharing schemes.

- 5.5 Material promoting the benefits of websites such as TravelWest (www.travelwest.info) and Better by Bike (www.betterbybike.info) will be included within the Travel Information Packs to be provided to all residents.

Minimising Single Occupancy Travel

- 5.6 Local car club operators will also be promoted within the Travel Information Pack, as these can be used as an alternative to owning a car, particularly if the vehicle is only required on an infrequent basis. Discounted car club membership and credit is also available as an option via the following website www.surveymonkey.co.uk/r/WOE-Travel-Offers provided free by TravelWest.

Promotion of Public Transport Use

- 5.7 Details of public transport services including routes, frequencies and fares will be provided within the Travel Information Pack issued to the first time residents of each unit. This will include information about relevant Railcards where users can save 1/3 on rail fares and also the 'Freedom Travelpass' where residents can purchase combined bus and rail fares. Travel for a month within the Bristol zone costs £108 compared to £83.80 for just the bus alone within the same area.
- 5.8 Real-time bus travel information will be promoted within the Travel Information Pack. This is available through free mobile phone applications provided by First West of England, Stagecoach or TravelWest and also online through their websites (www.firstbus.co.uk, www.stagecoachbus.com and www.travelwest.info). The 'real-time' facility allows users to find out exactly when their bus is due to arrive at their nearest stop, avoiding the need to wait at bus stops for excessive amounts of time. Passengers can select their bus stop on their computer or phone and leave within reasonable time for their next bus. All buses operated by First West of England and Stagecoach are fitted with GPS tracking, which ensures up to date timetable information.
- 5.9 As part of this *TPS*, first-time residents will be entitled to complimentary public transport taster tickets equivalent to seven days free bus travel, providing bus travel across Greater Bristol and valid on all operators bus services. This will provide residents with the opportunity to test out the local bus services and to hopefully build travel habits that will lead to them becoming more regular users. The cost of these will be £23.50 per unit⁷ and will be funded by the developer.

⁷ As of January 2024

- 5.10 Further bus and train taster tickets are available as an option to residents via this website: www.surveymonkey.co.uk/r/WOE-Travel-Offers and provided through TravelWest. This will also be promoted within the Travel Information Pack.

Promotion of Walking and Cycling

- 5.11 The development is well situated to offer excellent opportunities to encourage travel by sustainable modes. The Travel Information Pack will include details of local facilities that are situated within the surrounding area together with walking and cycling distances.
- 5.12 A copy of the Bristol Cycle Map (included within Appendix 3), will be provided within the Travel Information Pack, together with information relating to walking and cycling routes, local walking and cycling clubs and cycle training. A link will also be provided to the TravelWest journey planner to enable residents to plan their journeys by a range of different modes.
- 5.13 A total of 19 No. bicycle spaces will be provided within the development. The residential units will each have a store located on the basement level. The stores for the two and three bedroom units will include space for two bicycles to be accommodated within them, together with stands to secure them in place. The stores for the one bedroom units will include space for one bicycle to be accommodated within them. This will provide a total of 16 No. cycle spaces for the residential use.
- 5.14 A further 3 No. bicycle spaces will be provided within a separate bicycle store on the ground floor for the office use.
- 5.15 The first-time occupier will also be entitled to a £75.00 voucher towards the cost of a bicycle or bicycle related equipment funded by the developer. For those residents that are considering purchasing a bicycle (including an electric bike), the 'loan a bike' scheme offered by Better by Bike will be promoted within Travel Information Packs, so that they can try a bicycle before buying. Those wishing to take part can fill out an application form on the following website www.betterbybike.info/schemes-and-initiatives/loan-a-bike-scheme/. Once accepted, Better by Bike contacts the applicant to arrange a time and location to drop off the bicycle. Bicycles can be loaned for up to one month.
- 5.16 In addition to this, the cycle and scooter hire service operated on behalf of TravelWest by Tier will also be promoted. This allows people who don't want the hassle of owning a bicycle to make use of one for selected journeys or for the day.

-
- 5.17 With the proposed development being located in close proximity to traffic-free cycle routes, this will help to encourage residents to make use of these and travel to and from destinations by bicycle.
- 5.18 BCC offer free cycle training (including on e-bicycles) provided through Cycle UK. This is available to anyone who works and lives within the West of England. Cyclists will learn how to ride safely in any circumstance, develop advanced strategies for urban roads and boost confidence when cycling. This cycle training will be promoted within the Travel Information Pack.
- 5.19 A one-off cycle repair session at a residents home or workplace is also available as an option via the following website www.surveymonkey.co.uk/r/WOE-Travel-Offers and is provided through TravelWest.

6.0 IMPLEMENTATION

Monitoring

6.1 Due to the size of the development, the monitoring of trips and travel behaviour is not required as part of the *Travel Plan* process. A change in behaviour of a small number of residents could bring about a large change in the modal split proportions for the development, which could unrealistically impact any targets that are set.

6.2 However, the developer will be required to provide evidence that the measures proposed in the *TPS* are implemented within three months of occupation. This and other actions will be undertaken by the Travel Plan Co-ordinator (TPC), a role which will either be fulfilled by the developer or a consultancy such as Cole Easdon Consultants.

Action Plan

6.3 Table 6.1 below provides a summary of the measures to be delivered as part of this *TPS* together with the relevant objectives that each action supports.

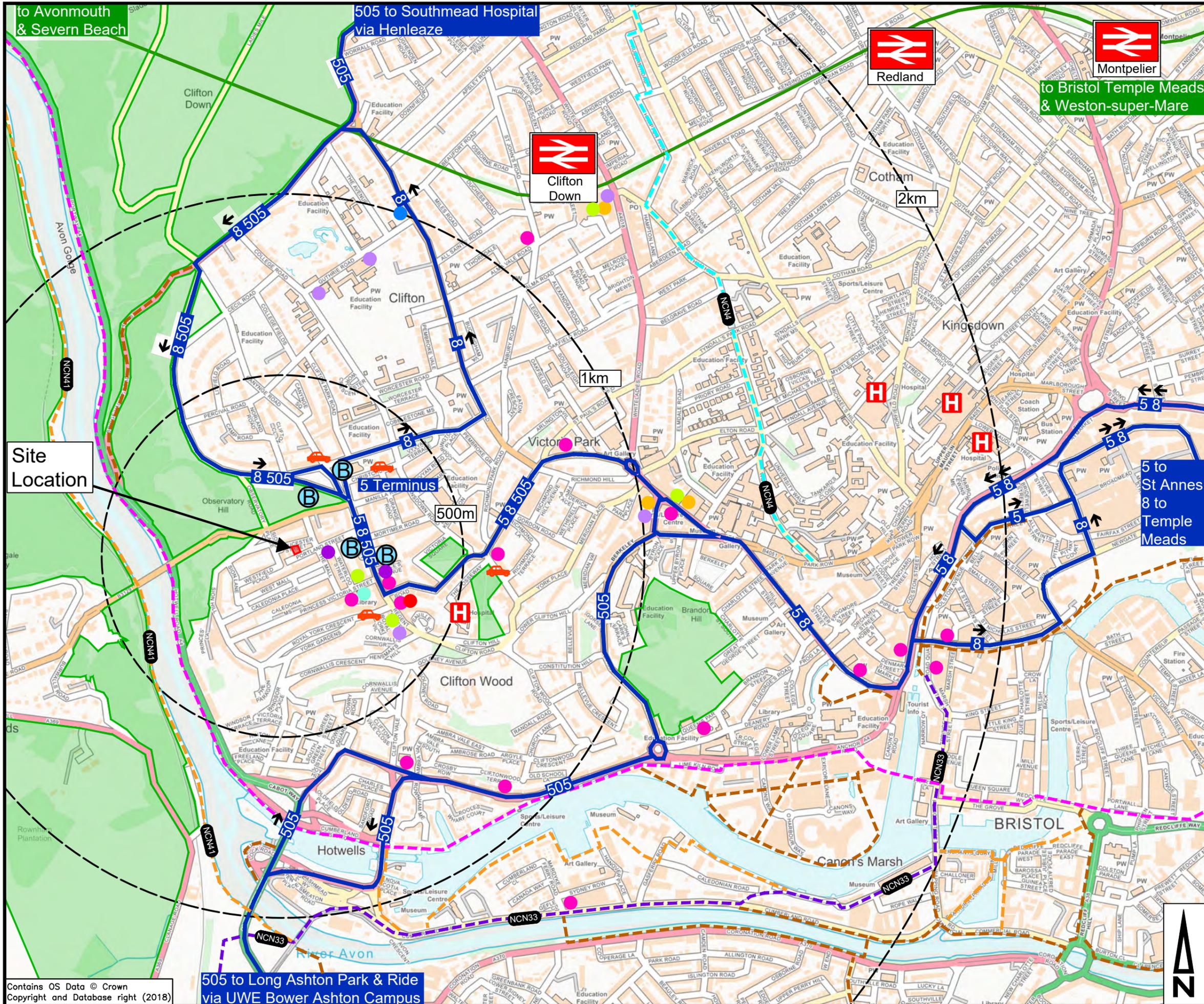
Table 6.1: Travel Plan Actions and Programme

Objective	Action	When / How Action Will be Achieved	Lead
A – D	<i>TPS</i> submitted to BCC and approved by them.	Prior to first occupation	Developer
C	Provide secure and covered cycle parking facilities.	Prior to first occupation	Developer
A – D	Prepare and collate material for Travel Information Packs.	Prior to first occupation	TPC
C	Contact a bicycle retailer to arrange for bicycle vouchers to be purchased.	Prior to first occupation	TPC
D	Contact public transport operators to arrange the purchase of bus passes for first time occupants.	Prior to first occupation	TPC
A – D	Make contact with developer to brief them on the details of the Travel Information Pack, sustainable travel incentives and personal travel planning options available to residents.	Prior to first occupation	TPC
A – D	Issue Travel Information Packs to first-time residents, informing them of the <i>TPS</i> content, aims and measures.	During Occupation Process	Developer
A – B	Encourage residents that make infrequent trips by car to sign up to a car club	Through Travel Information Pack	Developer / TPC
A – D	Personalised Travel Planning offered to residents via email	Through Travel Information Pack	Developer / TPC
A – D	Encourage residents to switch to walking, cycling and public transport.	Through Travel Information Pack and Bus and Cycle Incentives	Developer / TPC
A - D	Provide evidence to BCC of measures implemented.	Within three months of occupation	Developer / TPC

BCC = Bristol City Council

TPC = Travel Plan Co-ordinator

Appendix 1



KEY

- Isolines
- Pharmacy
- Doctors / GP
- Post Office
- Dentist
- Public House
- Convenience Store
- Leisure Centre / Gym
- Supermarket
- Library
- Hospital
- Local Bus Services
- Local Bus Stops
- Railway Station
- Railway Line
- Portway Cycleway
- River Avon Cycleway
- Festival Way Cycleway
- Downs Way Cycleway
- Other Off-road Footway
- National Cycle Network Route
- Car Club Parking Space
- SITE LOCATION
- Recreation / POS

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Cole Easdon

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Client
Crossman (Portland Street) Ltd

Job Title
Proposed Mixed-Use Development
Christchurch Hall
Portland Street
Clifton
Bristol

Drawing Title
Location & Accessibility Plan

Drawing Status FOR COMMENT FOR PLANNING FOR TENDER FOR APPROVAL FOR CONSTRUCTION AS BUILT			
CONSTRUCTION AT CLIENT / CONTRACTOR RISK			
Designed by:	CGC	Drawn by:	DH
Date:	April 2024	Scale:	1:10,000 (A3)
Dwg. No.:	9694-201	Rev.:	-

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505 to Long Ashton Park & Ride via UWE Bower Ashton Campus

to Bristol Temple Meads & Weston-super-Mare

to Avonmouth & Severn Beach

505 to Southmead Hospital via Henleaze

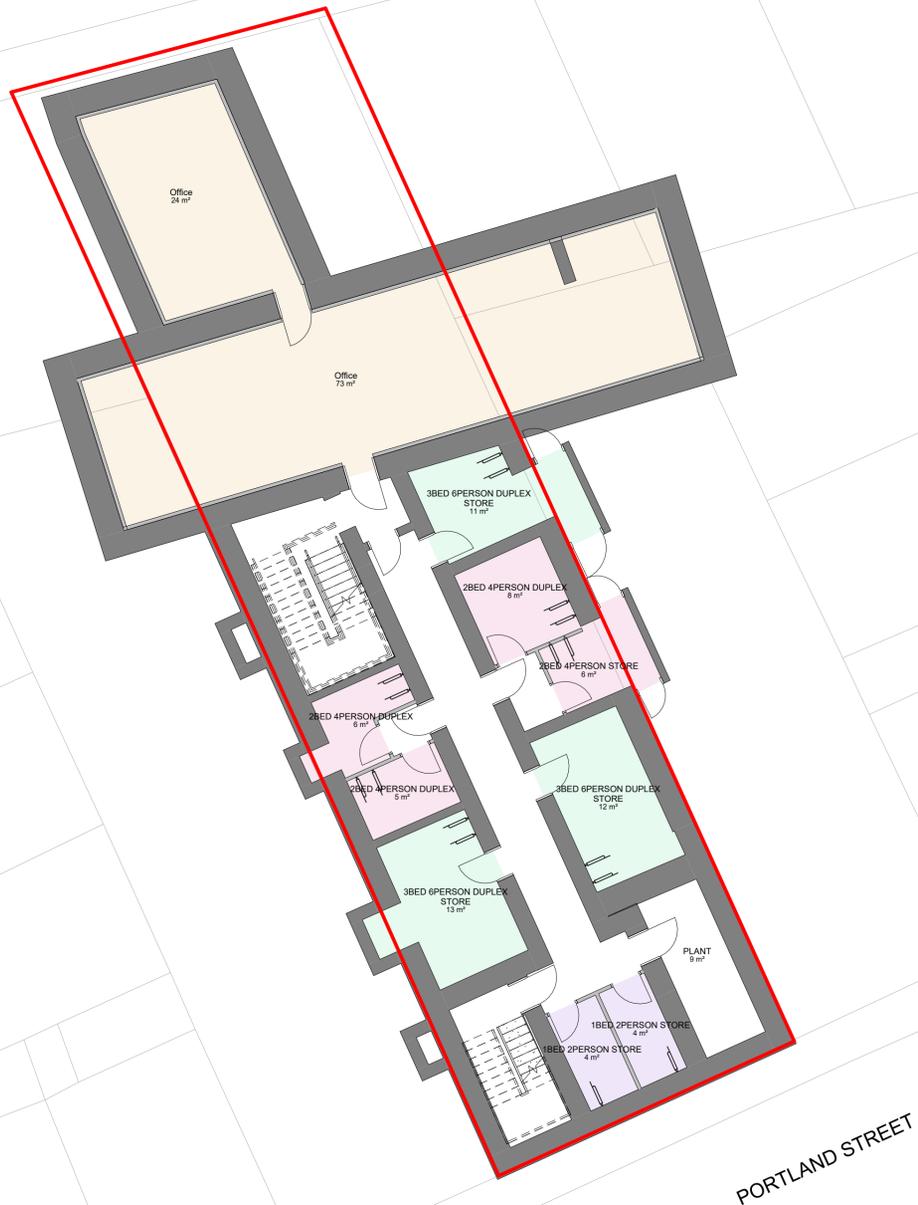
5 to St Annes
8 to Temple Meads

Site Location



Appendix 2

GLOUCESTER STREET



PORTLAND STREET

Application Boundary Line

Rev	Date	Revision Details	Dr	Cn

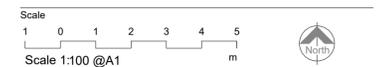


Bristol: Westworks, Beacon Tower, Colston Street, Bristol, BS1 4XE
Sussex: 64 - 68 Brighton Road, Worthing, West Sussex, BN11 2EN
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 www.ecwestworks.com

Client's Name
CROSSMAN GROUP

Job Title
CHRISTCHURCH HALL

Drawing Title
Level B1 Planning Plan



Drawn: AG, Checked: JW, Date: 10/10/24

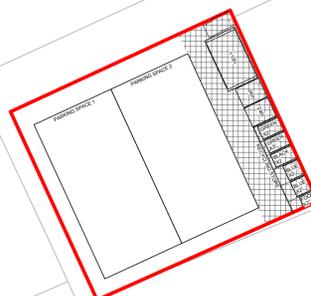
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Status
PLANNING

GLOUCESTER STREET



PORTLAND STREET



Application Boundary Line

Rev	Date	Revision Details	Dr	Cn

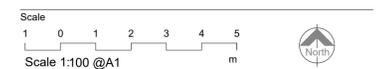


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Client's Name
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Job Title
CHRISTCHURCH HALL

Drawing Title
Level 00 Planning Plan



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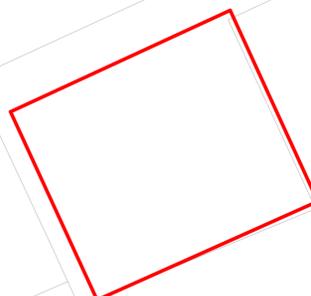
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Status
PLANNING

GLOUCESTER STREET



PORTLAND STREET



Application Boundary Line

Rev Date Revision Details Dr Ch



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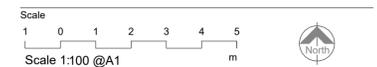
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Client's Name
CROSSMAN GROUP

Job Title
CHRISTCHURCH HALL

Drawing Title
Level 01 Planning Plan



Drawn AG Checked JW Date 10/10/24

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PLANNING

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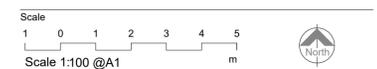


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Client's Name
CROSSMAN GROUP

Job Title
CHRISTCHURCH HALL

Drawing Title
Level 02 Planning Plan



Drawn: AG
Checked: JW
Date: 10/10/24

Job No	Origin	Vol	Level	Type	Role	Number	Status	Rev
W0802	WW	XX	02	DR	A	0222	S0	

Status
PLANNING

GLOUCESTER STREET



PORTLAND STREET

Application Boundary Line

Rev	Date	Revision Details	Dr	Cn

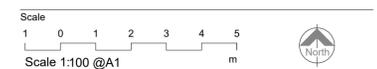


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Client's Name
CROSSMAN GROUP

Job Title
CHRISTCHURCH HALL

Drawing Title
Level 03 Planning Plan



Drawn: AG, Checked: JW, Date: 10/10/24

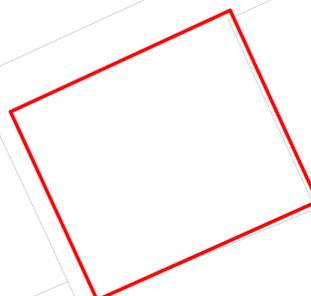
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Status
PLANNING

GLOUCESTER STREET



PORTLAND STREET



Application Boundary Line

Rev	Date	Revision Details	Dr	Cn

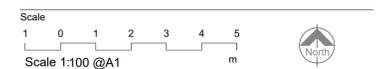


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Client's Name
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Job Title
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Drawing Title
Level 04 Planning Plan



Drawn: AG
Checked: JW
Date: 10/10/24

Job No	Origin	Vol	Level	Type	Role	Number	Status	Rev
W0802	WW	XX	04	DR	A	0224	SO	

Status
PLANNING

Appendix 3

