



**OAKHILL GROUP LIMITED  
PROPOSED RESIDENTIAL  
DEVELOPMENT  
NEWBRIDGE ROAD, BATH**

**FRAMEWORK TRAVEL PLAN**

**APRIL 2019**



**the journey is the reward**

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<b>Project Code:</b>	<b>B/WPBath2.1</b>
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<b>Issue Date:</b>	<b>April 2019</b>
<b>Status:</b>	<b>Version 3</b>

**Oakhill Group Limited  
Proposed Residential Development  
Newbridge Road, Bath  
Framework Travel Plan**

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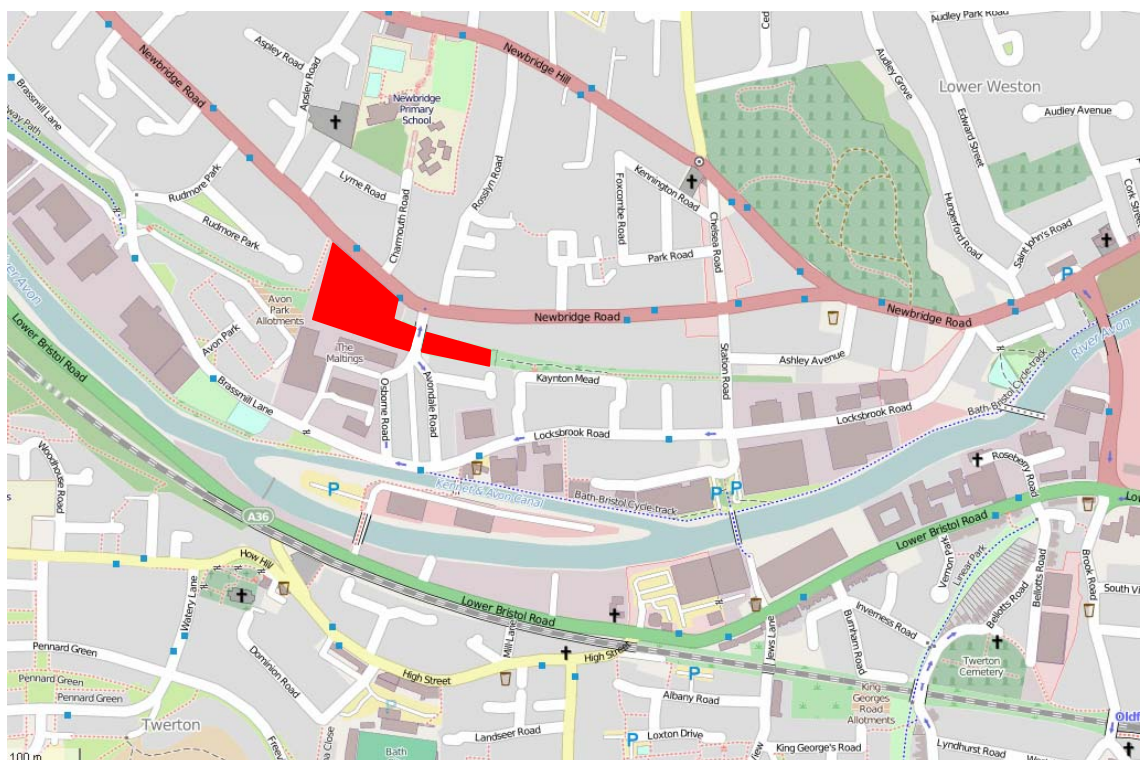
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# 1 Introduction

## Introduction

- 1.1 Mayer Brown Limited was commissioned by Oakhill Group Limited to provide a Framework Travel Plan for a proposed residential development, comprising a total of 104 residential apartments and 186 student bedrooms. This Framework Travel Plan supports the outline planning application for the site.
- 1.2 A site location plan is included in **Figure 1.1**.



Map data © OpenStreetMap contributors, CC BY-SA; [www.openstreetmap.org](http://www.openstreetmap.org); [www.creativecommons.org](http://www.creativecommons.org)

**Figure 1.1: Site location plan**

- 1.3 The site is located on the north western side of Bath and is accessed from the A46 Newbridge Road. It is bounded to the east and west by housing and to the south by an industrial estate. The site currently comprises a car showroom with servicing garage which will be closing prior to development.

## Development Proposals

- 1.4 The site will be a mixed-use residential development with a 148sqm flexible commercial A1/A3 unit. The proposals are for 104 residential units, being a mixture of studio, one- and two-bedroom homes. These will all be purpose built privately rented properties, with

Oakhill retaining the freehold and acting as landlord. Additionally, 186 new student bedrooms will be provided in two purpose-built buildings.

- 1.5 The residential flats will be for private rent and the target market for these is expected to be graduates, young professionals and medical staff from the nearby hospital.
- 1.6 Access will be taken from a new priority junction onto Newbridge Road, and pedestrian and cycle links will also be provided to the east and west. A total of 117 parking spaces are proposed, equating to one space per residential apartment plus visitor parking but no parking for students, as well as 304 cycle parking spaces.
- 1.7 A new 3.5m wide shared footway/cycleway will be provided along the southern boundary of the site and following the alignment of the former railway track bed within the site.

### Travel Plan

- 1.8 This Travel Plan is a long-term strategy with the aim of providing information to residents to ensure that they can plan their travel by sustainable modes, and also to reduce the likelihood of students ignoring their tenancy contracts by bringing a car to the city and parking it on local streets. There will also be some potential to encourage visitors to use sustainable modes (acknowledging that these trips are less predictable or frequent).
- 1.9 As the non-student housing will be rented, with young professionals as the main target market, similar measures can be applied to both the student and residential properties.
- 1.10 Therefore, the aims of the Travel Plan are to:
  - Increase the awareness of residents to the availability of more environmentally-friendly modes of transport; and
  - Introduce a package of physical and management measures that will facilitate resident travel by sustainable modes of transport.
- 1.11 It is expected that a planning condition attached to the site's planning consent will require a full Travel Plan to be provided and implemented prior to first occupation. This Framework document will form the basis for the full Travel Plan and will be updated as necessary at the appropriate time.

## 2 Site Accessibility

### Walking

- 2.1 There are footways along both sides of Newbridge Road in the vicinity of the site. These linkages continue to the east towards the city centre and to the west towards the edge of the urban area. Footways are also provided along Brassmill Lane, south of the site. Footways in this area are not continuous, and pedestrians will need to cross the road several times to remain on the footway. However, they do provide a link towards the riverside path towards the city centre, and towards the footbridges across the river at Weston Island and Fielding's Road, which provide pedestrian access to the Lower Bristol Road.
- 2.2 There is a Puffin signal-controlled pedestrian crossing immediately outside the site, which will enable pedestrians to easily cross Newbridge Road and safely access facilities to the north.
- 2.3 There is a public footpath immediately to the west of the site which provides a link from Newbridge Road to Avon Park and Brassmill Lane. This is a narrow route with steps and an unpaved surface but does provide a useful shortcut for residents who can use the path easily.
- 2.4 Suitable walking facilities will be provided within the development site, which includes footways where appropriate, streetlighting and contributions towards a new dedicated footway-cycleway link to the surrounding areas including Avon Park to the southwest and towards Station Road to the east.

### Cycling

- 2.5 A new cycle route will be formed through the site which is central to the scheme and will greatly enhance cycling potential to and from the site.
- 2.6 The site is very well located for access to the local cycling network. It is located 400m by road from the off-road Bristol-Bath Railway Path, which starts nearby on Brassmill Lane and forms part of National Cycle Network (NCN) Route 4. This will allow residents to cycle off-road towards Bristol, Saltford and Keynsham for leisure purposes. The new cycle route through the site will provide a connection to this route to the west of the site.
- 2.7 A cycle path also provides an off-road link from the Railway Path to Bath Spa University. A ramp is provided off the Railway Path, near the Twerton Fork, with a path running

alongside the A4 and a Toucan crossing near the Newton St Loe roundabout, to allow cyclists and pedestrians to safely access Bath Spa University.

- 2.8 The city centre is approximately 3km from the development site, which is within a reasonable cycling distance. NCN Route 4 provides an off-road cycle link from Brassmill Lane to Green Park Road near the city centre, running alongside the river.



- 2.9 Within the site, a 3.5m shared cycleway/footway will be provided along the southern edge of the site. Discussions have been undertaken with BaNES regarding financial contributions through the S106 agreement towards a pedestrian and cycle link from the western end of the site to Brassmill Lane and eastern end towards Station Road. These routes would offer a more direct route towards NCN Route 4 from the site, as well as the off-road route towards Bath Spa University and will avoid the need for cyclists accessing this route to travel along Newbridge Road.
- 2.10 Communal cycle storage areas will be provided for residents, with 72 spaces for students and 208 spaces for residents. Additionally, external cycle parking stands will be installed to accommodate visitors' bicycles.

### Bus Access

- 2.11 There are bus stops located immediately outside the site on Newbridge Road, with regular services passing the site directly to Bath Spa University. During term time, this service offers buses at a minimum 15-minute daytime frequency. During university holidays, a reduced frequency is provided.
- 2.12 The eastbound stop has a shelter and seat, while the westbound stop is a pole and flag only. These stops are served by a range of routes which access the city centre (stopping at the bus station, which is located next to the rail station) and also provide links to Saltford, Keynsham and central Bristol, as well as Bristol Airport which may be of use to foreign students. Term time bus services are summarised in **Table 3.1**.

2.13 Additionally, services 4, 9, 19 and 37 stop near the junction of Newbridge Road with Newbridge Hill, approximately 750m east of the site. These offer the potential for bus travel to other areas such as Weston, Odd Down and Cribbs Causeway via Kingswood.

Number	Route	Operator	Monday - Saturday		Sunday
			Daytime	Evening	
19A	Bath – Keynsham – Kingswood – UWE – Bristol Parkway	First	Hourly	No service	No service
39	Bath – Keynsham – Brislington - Bristol	First	No service	Every 30 minutes	Every 20 minutes
A4 Air Decker	Bath – South Bristol - Bristol Airport	Bath Bus Company	Every 30 minutes	Hourly	Every 30 minutes
U5	Bath City Centre – Bath Spa University	First	Every 12-15 minutes	Every 30 minutes	Every 30 minutes
U6	Bath City Centre – Bath Spa University (Circular, westbound only)	First	Every 20 minutes	No service	No service
X39	Bath – Saltford – Brislington – Bristol	First	Every 15 minutes	No service	No service

**Table 3.1: Bus services stopping near site (as February 2019)**

### Rail Access

2.14 There are two rail stations located within Bath: Bath Spa (in the centre of the city) and Oldfield Park. The nearest to the development site is Oldfield Park Station, which is 1.4km from the site, but has only local services. Bath Spa station is approximately 3.2km away from the proposed development but has more frequent services and is located near to the end of the waterside walking and cycling route from Newbridge, as well as being next to the bus station where the various bus services passing the site stop.





2.15 Services from Oldfield Park run approximately hourly to Bath, continuing onwards to a range of destinations including Westbury, Weymouth and Southampton. Services also run hourly to Bristol, continuing northwards to Gloucester or Great Malvern, plus morning peak hour services to Cardiff Central.

2.16 **Table 3.2** summarises train services from Bath Spa rail station.

Destination	Weekday frequency
London Paddington (via Swindon, Reading)	2 per hour
Bristol Temple Meads	4 per hour
Cardiff Central	1 per hour
Weymouth (via Westbury)	Every 2 hours
Portsmouth (via Salisbury, Southampton)	1 per hour

**Table 3.2: Weekday frequency of rail services from Bath Spa station**

### Accessibility Appraisal

2.17 The calculation sheet set out in Appendix C of the BaNES 2017 Parking Strategy has been used to determine the accessibility level of the site, with a copy of the calculations included in the site's Transport Assessment. The assessment has been undertaken for the completed site and therefore the following assumptions about site provisions have been made:

- New bus shelter provided outside site;
- Car club bay provided on upper decked car park;
- Cycling/walking link is provided between Brassmill Lane and Station Road through the site.

2.18 This results in a score of 42, reflecting a moderate level of accessibility and permitting a reduction of up to 25% in minimum parking levels.

### Summary

2.19 The site is well designed and located to encourage walking and cycling, with links to the surrounding streets, Bristol-Bath cycle path and a proposed new cycle link through the site. There are regular bus services outside the site, which link to the city centre and rail station as well as to Bath Spa University.

2.20 It is therefore concluded that the site benefits from good provision of infrastructure to support sustainable forms of travel, particularly travel by bus and bicycle.

## 3 Travel Plan Administration

- 3.1 The Travel Plan Co-ordinator (TPC) role will be undertaken by the main site manager.
- 3.2 The TPC will be responsible for:
- The operation of the /travel Plan;
  - Monitoring of the Travel Plan;
  - Liaison with the Local Authority Travel Plan officer where appropriate;
  - Liaison with Public Transport providers where appropriate;
  - Promotion of the Travel Plan;
  - Provision of information to new residents; and
  - Ensuring displayed transport material is regularly updated (at least twice a year).
- 3.3 The TPC will also undertake the following roles:
- Monitoring the use of the visitor and disabled parking, to ensure they are not being abused by residents;
  - Monitoring the use of cycle parking;
  - Monitoring the demand for additional cycle parking by residents;
  - Recording of comments/observations received from residents on transport and travel to the site; and
  - Checking that student residents are not parking in nearby streets, through comments received from local residents;
- 3.4 As there will be a high annual turnover of students, and even non-student residents may not live at the site on a long-term basis, long term modal shift will be difficult to promote and therefore no formal monitoring or targets will be set. The limited parking provision and parking controls (set out in Chapter 5) will assist in ensuring low car usage.

## 4 Travel Plan Measures

### Infrastructure provision

- 4.1 Certain infrastructure improvements are proposed that will improve sustainable travel in the vicinity of the site, for both new residents and existing residents in the surrounding area.
- 4.2 The existing footway along the frontage of the main buildings on Newbridge Road will be widened by 2m. Previous public consultation responses indicated that this area can receive high pedestrian congestion due to parents and children walking to the local school on Charmouth Road and people waiting for buses at the stop outside the existing garage. As a result, it is proposed to widen the footway by 2m which will enable sufficient space for the new residents to wait at the bus stop without blocking the footway for parents and children.
- 4.3 BaNES has also requested that a new bus shelter and waiting area be provided at the stop outside the site. This will be provided and funded by the development, with the waiting area accommodated as part of the wider footway.
- 4.4 A new 3.5m wide shared footway/cycleway will be provided along the southern boundary of the site and following the alignment of a sewer easement within the site. Discussions have been undertaken with BaNES regarding financial contributions through the Section 106 agreement to enable continuation of this route, linking Brassmill Lane and Avon Park towards Kayton Mead and Station Road. This will allow residents of the site to more easily access the Bristol-Bath Railway Path on foot or bicycle, either towards the centre of Bath or towards Bath Spa University, as well as providing an improved connection for other local residents.
- 4.5 A shared cycle scheme called Nextbike has recently closed in Bath, but will be replaced in summer 2019 with an electric bike scheme, the operator of which has yet to be announced. The target markets for the scheme are students and tourists. There is therefore potential for a new cycle docking station to be provided at this site in Newbridge, which will allow students who do not own bicycles to hire these vehicles for short time periods for journeys to the city centre or Bath Spa University – particularly given the provision of the new cycle path from the Bristol-Bath cycle path to Bath Spa University by BaNES. Discussions will be held with the BaNES and the operator at an appropriate time about the provision of a docking station.

### **Travel Noticeboard**

- 4.6 A travel noticeboard will be provided in each building foyer in a prominent location. This will display information about travel options and special travel events, such as Bikeweek. Contact details for the Travel Plan Coordinator will be provided, along with details of the TravelWest website.

### **Travel Plan Information Pack**

- 4.7 Prior to initial occupation, each new resident at the Newbridge Road site will be provided with a Travel Plan Information Pack. This will be provided to them once they have signed their contracts. This pack will contain all the information an individual will need in order to make an informed choice on the mode of travel to be used for any local journeys. The pack will comprise of the following information, as well as anything else that the Travel Plan Coordinator considers will be useful to residents:

- A summary page introducing the Travel Plan;
- Local bus service timetable information;
- A copy of the local cycle map;
- A copy of a cycle maintenance leaflet; and
- Details of local taxi companies.

- 4.8 The Travel Pack information will be checked and updated yearly by the Travel Plan Coordinator, who will also keep spare copies in case they are needed.

### **Walking**

- 4.9 Measures that may encourage walking will include:
- The Travel Plan Co-ordinator will liaise with the Highway Authority to ensure that available pedestrian walk routes are appropriately maintained; and
  - Personal alarms will be provided for residents who request one, to improve personal security for them on local streets.
- 4.10 A promotional poster highlighting the benefits of walking will be available on the travel noticeboard.

### **Cycling**

- 4.11 Measures to encourage cycling include:
- A new 3.5m cycleway/footway will be provided through the southern section of the site. Discussions have been undertaken with BaNES regarding financial contributions through the Section 106 agreement to enable continuation of this route,

linking Brassmill Lane and Avon Park towards Kayton Mead and Station Road. This will allow residents of the site to more easily access the Bristol-Bath Railway Path on foot or bicycle, either towards the centre of Bath or towards Bath Spa University, as well as providing an improved connection for other local residents;

- The site includes 280 covered spaces for cycle parking plus 24 external visitor spaces. The residential spaces will be located in storage rooms on the ground floors of the apartment blocks and/or in secure cycle sheds/lockers;
- Use of cycle parking facilities will be monitored. Additional cycle parking spaces will be provided should demand warrant it;
- The Travel Plan Co-ordinator will liaise with the Highway Authority to ensure that cycle routes are appropriately maintained;
- Promotional material on bicycle maintenance as well as copies of BaNES's cycle map will be available on the noticeboards;
- Information about special events such as Bike Week will be promoted to residents; and
- High visibility jackets will be provided for cyclists who request one, to improve safety for them on the local roads.

### Public transport

4.12 The site is well located for access by bus, with regular services using the bus stop located adjacent to the site. Measures to encourage bus and train usage include:

- Up to date information on bus, coach and train services, including route information and service frequencies, will be available on the noticeboards;
- The Travel Plan Co-ordinator will liaise with the council and the public transport operators to ensure that information remains valid; and
- The Travel Plan Co-ordinator will periodically bring to the bus and rail operators' attention any issues raised by residents to ensure that the potential for the use of these services to the site is maximised.

### Taxis

4.13 Taxis may allow residents to make trips to local facilities more easily – for example, for carrying shopping home from supermarkets.

- A list of local taxi companies' contact details will be available on the travel noticeboard and within Travel Packs.

### **Car sharing**

- 4.14 Car sharing represents a relatively convenient alternative form of travel and may allow residents to access areas which are not easily available through public transport or walking and cycling.
- 4.15 There are public car sharing websites available, such as <http://www.travelwest.info/carshare>. These enable residents to find potential journey share matches within the general public. Details of this website will be included on the travel noticeboard.
- 4.16 Additionally, students in particular are likely to make some journeys by getting a lift with friends who live locally and own cars.

### **Car Club**

- 4.17 Initial correspondence has been undertaken with Enterprise Car Club who operate the car club scheme within Bath and have vehicles nearby. They have indicated an interest in the site and therefore further discussions will be held in the future as the scheme develops.

## 5 Car Park Management

- 5.1 BaNES parking standards require that student residential accommodation has no car parking provided, with the exception of disabled spaces. They also require that suitable provision is made for “moving days” when students move to or from the properties, generally within the space of a few days.
- 5.2 The results of a public consultation for the site, held on 29<sup>th</sup> January 2019, indicated that existing local residents are concerned about the potential for overspill of parking, given that sections of the local area already suffer from parking difficulties (due to limited off-street parking) and there are currently no residential parking zones to prevent students from parking here.
- 5.3 The measures set out in this chapter are commensurate with those set out in other planning applications for large scale student accommodation in Bath, including permitted developments 13/01876/EFUL and 14/00480/FUL. Parking management processes, including limitations on car ownership for resident students, will be secured through planning conditions and/or a Section 106 agreement for the site.

### Parking controls

- 5.4 A total of 117 residential car parking spaces will be provided including four disabled spaces. 104 of these will be allocated to residential apartments, giving one space per unit, with no student parking permitted unless eligible for a disabled space. Students will not have vehicular access to the car parks on the quarry floor level, except on dedicated moving in or out days. One parking space will be provided for a car club vehicle and three for use of the commercial unit.
- 5.5 All apartments will be eligible for one parking permit, which they may choose to use for their own vehicle or for their visitors. Spaces will not be allocated to maximise usage of spaces and enable residents to park as close as possible to their homes, but residents will need to display a parking permit to use the site.
- 5.6 When residents complete their tenancy applications, they will need to indicate whether they will require a parking space and to provide the car registration plate details.
- 5.7 Should any residents decide they do not require a parking permit, spare permits will be allocated to residents who require a second permit although this may only be on a monthly basis, to enable permits to be reallocated if occupiers change.

- 5.8 The Travel Plan Co-ordinator will keep a record of car registration plate details to enable the car park to be managed. Vehicles that are not permitted to park will be removed.
- 5.9 Students will sign up to tenancy agreements which will prevent them from bringing their vehicle to the city. This will be set out in the Section 106 agreement for the site. Students will not be permitted to keep a motor vehicle within 3km of the site, unless they are eligible to use the disabled parking bays, and this will be highlighted in welcome packs and during any induction events.
- 5.10 A disciplinary process will be set out in tenancy agreements and student information packs for students who do park in surrounding streets. This is likely to include verbal warnings followed by written warnings in the first instances, potentially financial fines, legal proceedings and ultimately loss of tenancy for students who do not comply with the terms of their tenancy.
- 5.11 The on-site management team will undertake checks where possible to observe if any students are using cars – this may include reviewing the upper decked car park where students might use the visitors parking to drop off shopping, for example. This area is likely to be covered by CCTV which will also provide photographic evidence of this. Local residents who believe students from the site are parking in their roads should bring this to the attention of the site management, to enable investigation and disciplinary processes to commence.
- 5.12 The site management team will be keen to provide an open and proactive dialogue with local residents to address any issues or concerns that arise. Residents will be provided with the contact details of the site management team, including a resident liaison officer who will be available to listen to concerns and act upon them.
- 5.13 Parking surveys of the site will be undertaken prior to first occupation by the students and following completion of the buildings and their first occupation. The pre-occupation survey would need to be undertaken during term time, excluding exam weeks, reading weeks and any end of term periods when student numbers may be lower. The post-occupation term-time survey would be undertaken within two months of occupation, again avoiding any non-standard time periods during term. If these surveys demonstrate any significant change in on-street parking, further investigation will need to be undertaken to demonstrate whether this is related to the Hartwell development site, and if so, further review of students who may be parking off-site will be carried out.
- 5.14 Bath University does not permit students living within the BA1 or BA2 postcode districts to park on their campus. This will include the proposed development which is located



within BA1, which will limit the potential for students to drive to university from this site and hence limit their need for a car.

### Student “moving day”

- 5.15 Visitor parking will be suspended on agreed moving days, with students only permitted to use this area for loading and unloading.
- 5.16 Once a student has completed moving all possessions from vehicle to the property (or vice versa) they will be expected to remove their vehicle from the site.
- 5.17 As part of the application process, students will be asked to select preferred times from 20 or 30- minute-long arrival periods between 09:00 and 17:00 on set days, and these will be allocated individually. This will be organised by the site management to ensure a physical spread through the building at each time to reduce pressure on lifts and staircases, and the agreed times will be non-negotiable. The site management will reserve the rights to refuse access to students or parents arriving at the wrong time, with these residents being given new time slots between 17:00 and 21:00, although they will use their judgement as to whether this is appropriate depending on how busy the site is. Information about this process will be provided as part of the application form, so potential residents are aware in advance of the process.
- 5.18 Students moving out are likely to occur over a longer period as courses end at different times. All students will be advised prior to the end of their tenancy period of the move out procedure and dates on which they would be expected to finally vacate. Around two weeks before the end of tenancies, remaining students will be asked for their leaving date so that the site management are able to control vehicles on site as necessary. If large numbers of students move out on the same days (for example Saturdays, or particular dates tying in with rental periods across the city), departure slots for vehicles will also be given to residents as per the move in process. Students will not be required to empty rooms at the end of each term, only when their annual rental contract ends.
- 5.19 If deemed appropriate, the site management will make trolleys and sack trucks available to students to enable possessions to be moved more quickly from vehicles to rooms. Staff will be on site to assist and direct students as necessary. Storage “waiting” areas may be provided at ground floor to enable students to move their possessions into the building and then clear the car park prior taking their items to their individual rooms.
- 5.20 Should a significant proportion of non-student residents move in or out on the same day (for example, if the site is popular with junior doctors whose jobs start on the same date), a similar process will be used to move these residents in or out.

