



# MetroWest+

## Portishead Branch Line (MetroWest Phase 1)

TR040011

**Applicant: North Somerset District Council**

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Transport Assessment (Part 17 of 18) – Appendix M, Outline Station Travel Plans  
The Infrastructure Planning (Applications: Prescribed Forms and Procedure)  
Regulations 2009, Regulation 5(2)(a)  
Planning Act 2008**

**Author: CH2M**

**Date: November 2019**





PORTISHEAD BRANCH LINE DCO SCHEME  
(METROWEST PHASE 1)  
ENVIRONMENTAL IMPACT ASSESSMENT

Transport Assessment  
Appendix M  
Outline Station Travel Plans  
Portishead & Pill

*Prepared for*  
West of England Councils

June 2018



1 The Square  
Temple Quay  
Bristol  
BS1 6DG



# Document History

## Portishead Branch Line DCO Scheme (MetroWest Phase 1) Transport Assessment Outline Station Travel Plans Portishead & Pill

**Reference Number:** 674946.CS.70.01/TA

**Client Name:** West of England Councils

This document has been issued and amended as follows:

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01	April 2016	Draft	JE	HS	HS
02	June 2018	Final	JE	HS	HS

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Portishead Station – Outline Travel Plan

Pill Station – Outline Travel Plan

# Transport Assessment Appendix M Portishead Station Outline Travel Plan

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# Introduction

## 1.1 Background

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To encourage and reinforce sustainable journeys, an outline station travel plan has been prepared for the proposed new station at Portishead. Travel plans are documents that are intended to manage travel to and from key trip generating places and as such are required by National Planning Policy Framework (NPPF). The outline plan can form the basis of a detailed Travel Plan when the station opens.

## 1.2 Plan Structure

This plan is divided into five sections as follows:

- **Section 2 Policy Background** – This section provides the wider policy context that the Outline Travel Plans sit within and how they contribute to the respective objectives;
- **Section 3 Station Characteristics** - This outlines the station characteristics in terms of layout and the expected demand levels. It describes the facilities to be provided for the different methods of accessing the station;
- **Section 4 Aims and Objectives** – In this section, recommended aims and objectives are set out for the station and its likely use;
- **Section 5 Action Plan**– This section outlines an action plan which sets out how these objectives are to be achieved; and
- **Section 6 Monitoring and Review** – The final section provides an overview of how the travel should be monitored and updated.

# Policy Background

## 2.1 Travel Planning

Travel plans are documents that are intended to manage travel to and from key trip generating places with the aim of encouraging the use of sustainable transport modes. Travel plans are now commonplace in many workplaces, schools, hospitals and residential developments.

The Department for Transport (DfT) defines travel plans generally, as:

*“A strategy for managing the travel generated by your organisation, with the aim of reducing its environmental impact, typically involving support for walking, cycling, public transport and car sharing.”*

The National Planning Policy Framework (NPPF) refers to the importance of travel plans and states a requirement for such a plan for all developments which generate a significant amount of traffic.

## 2.2 Railway Station Travel Planning

In comparison to most travel plans, Station Travel Plans (STPs) have a different focus given that rail travel is encouraged as a sustainable mode of travel. In recent years, travel plans have been utilised by the rail industry as a means of improving access to and from stations, in the light of increased passenger demand and pressure on car parking provision.

The Rail Delivery Group (formerly known as ATOC, the Association of Train Operating Companies) have published guidance on the implementation of travel plans. It notes that the journey to and from the station can be a significant barrier to rail travel and as a result, the rail industry is involved in many initiatives to improve the ‘door-to-door journey’. It states that

*“STPs have shown that they can be very effective at delivering improvements cost-effectively, making better use of existing resources, and leveraging additional funding. STPs have: achieved increases in the use of sustainable modes, improved customer satisfaction, and supported passenger growth.”*

ATOC (RDG) also state that:

*“STPs work best where there are synergies with other schemes, such as station redevelopment, or nearby planning or highway schemes, which provide opportunities for coordinated benefits and potential co-funding.”*

On this basis it is critical that the travel planning process begins early in the design and planning process such as a new station at Portishead.

## 2.3 Local Policy

The development of a Station Travel Plan for Portishead needs to take into account the objectives and priorities of local transport planning policy. The pertinent policies to the STP are contained in:

- Joint Local Transport Plan 3;
- West of England LEP Strategic Economic Plan;
- North Somerset Parking Standards (November 2013); and
- North Somerset Guidance on Transport Assessments.

### *Joint Local Transport Plan 3*

The Joint Local Plan 3 (2011-2026) outlines the transport strategy for the West of England authorities. It revolves around five goals: reducing carbon emissions, supporting economic growth, improving accessibility, providing for a safe, healthy and secure population, and enhancing quality of

life. The key strategy of the plan is to support economic growth by providing an affordable, low carbon, accessible, integrated, healthy, safe and reliable transport network.

MetroWest Phase 1, and especially the new Station Travel Plans, have a role to play in achieving each of these goals. Increasing use of rail travel will aid in reducing carbon emissions, and effectively managing travel to the station further supports this goal as well as maximising the accessibility of the station and encouraging a healthy population by promoting walking and cycling.

#### *West of England LEP Strategic Economic Plan*

The West of England LEP Strategic Economic Plan (March 2014) outlines a plan for sustainable development of the region. Specifically, the SEP was prepared to support the West of England's attempts to secure government funding to assist economic development in the region between 2015 and 2021, via the Local Growth Deals initiative. Within this context, the SEP aims to facilitate the creation of more than 25,000 jobs and develop an economy worth around £25bn per year (which also contributes some £10bn to the Treasury annually).

The SEP positions the West of England as 'the city region of choice for a sustainable future' and promotes expansion in key sectors, driven by a number of 'levers of growth', including investment and promotion and places and infrastructure. In particular, infrastructure is presented as a key enabler of growth in the region, with MetroWest rail improvements emphasised as key cross-boundary infrastructure interventions in the SEP.

#### *North Somerset Parking Standards (November 2013)*

The North Somerset Parking Standards Supplementary Planning Document (SPD) is clear that at non-residential locations, it is essential to manage the demand for car use by ensuring that the availability of car parking space does not discourage the use of alternative transport modes whilst ensuring that commuter car parking does not adversely impact on the surrounding local area.

In terms of disabled parking, non-residential development should provide a minimum of 5% of their total parking space for people with disabilities. With motorcycle parking, this should be at a minimum of 3% of the relevant required parking.

#### *North Somerset Guidance on Transport Assessments*

North Somerset Council is currently in the process of preparing new guidance on the preparation of Transport Assessments. Whilst this guidance largely seeks to replicate the previous GTA it will be tailored to the requirements of North Somerset and reflect other existing policies which have been outlined earlier.

# Station Characteristics

## 3.1 Station Location

The new station will be located close to the current Phoenix Way/Quays Avenue/Harbour Road junction, approximately 800m from the town centre. Portishead town has undergone considerable redevelopment and expansion over the last decade, with several thousand new homes being built. The town's population is expected to increase from its current level of over 27,000 to over 30,000 by 2019 when the station opens. Figures 3.1 and 3.2 show the location of the station in the context of wider main pedestrian and cycling routes respectively

## 3.2 Station Catchment

At present journey times from Portishead to Bristol during peak times can vary considerably. Public transport options are limited to bus journeys which can take over an hour in peak periods and are susceptible to delay due to the overall levels of congestion. This length of journey may, in some cases, mean that residents of Portishead are unable to (or are discouraged from) seeking employment, education or social opportunities in the Bristol area. The new station will increase the accessibility of the rail network to residents in North Somerset, in particular benefiting the 14,000 people who live within 1 km of Portishead station.

## 3.3 Station Access and Facilities

Portishead station will be built with a number of supporting facilities and services. The station itself will comprise a station building with ticketing, waiting and toilet facilities. Information boards including electronic display boards and announcements will be provided.

### *Car Parking and Drop Off*

The proposed station layout includes two car parks either side of Quays Avenue. Overall 257 car parking spaces will be provided together with 13 disabled bays. A small area for dropping off and picking up passengers is to be provided outside the station entrance.

### *Bus Services*

Bus stops will be located on Quays Avenue, close to the station building. Portishead is currently served by a mix of commercially operated and financially supported bus services. The main services between Portishead and Bristol city centre are the X2, X3 and these are supplemented by the X5, X8, C5 and C8 to North Bristol.

### *Cycle Facilities*

Cycle parking will be provided at the station. The type and number of stands have yet to be determined although approximately 50 spaces will be provided. The proposed location of the stands is to the north west of the station building.

### *Pedestrian Access*

Portishead Station is to be located in an area which has seen significant development over the past 15 years. As a result, the extent and layout of the footway network is generally very good. A new pedestrian crossing will be provided outside the station, to assist pedestrian access to the station as well as access to the bus stop and car park. Additional improvements will be undertaken including the provision of tiger crossing points at the reconfigured Phoenix Way/Quays Avenue/Harbour Road junction, a crossing further along Harbour Road and provision of a shared use path along the west side of Quays Avenue.

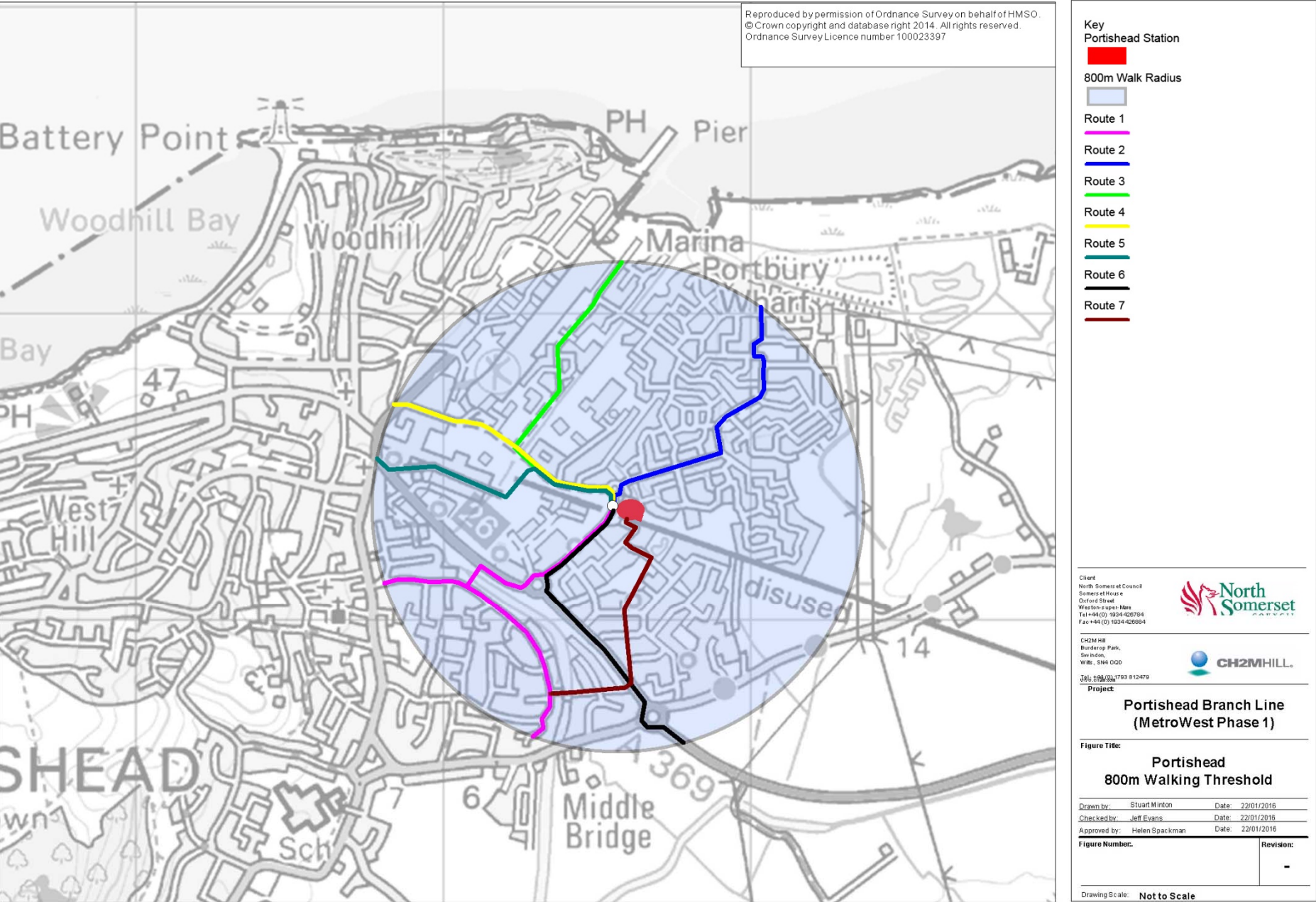


Figure 3-1: Location of Portishead station in the context of main pedestrian routes



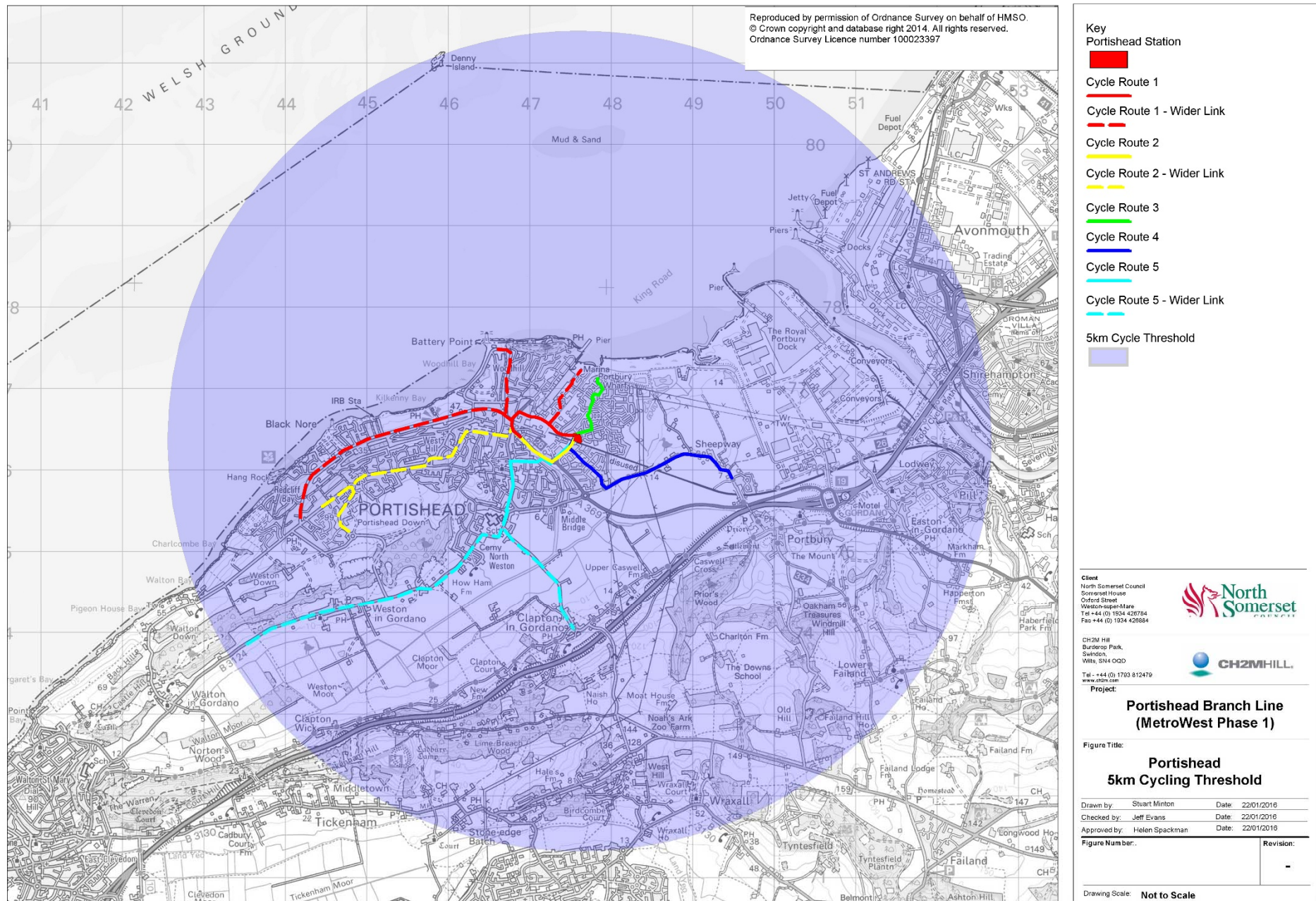


Figure 3-2: Location of Portishead station in the context of main cycling routes

# Aims and Objectives

The starting point for the Station Travel Plan is to have a set of aims and objectives that the actions and monitoring can be accessed against.

## 4.1 Aims

At the outline stage, the aims of the travel plan should largely be high level. As the station opens, the aims of the plan should be expanded to reflect the actual operation of the station and passenger rail service.

1. Maximise awareness of sustainable and active travel options to the station for all users.
2. Ensure appropriate facilities are in place for walking and cycling to and from the station.
3. Maximise opportunities to access the station by bus.
4. Minimise carbon and greenhouse gas emissions linked to travel to the station.

## 4.2 Specific Objectives

Supporting the high-level aims are a series of specific objectives. These have been developed to be SMART objectives (Specific, Measureable, Achievable, Relevant and Time-bound). These objectives provide a framework for the monitoring of the travel plan measures and to assess how effective the measures are. The specific and measurable elements of each aim ensure that a value is included, whether that be a percentage or an absolute value. By keeping the aims time-bound, it establishes a deadline for the aim, so that there is no ambiguity over when the aim will be achieved by.

It is important to keep aims achievable and realistic so that they remain relevant. From the outset, the travel plan is intended to be a 'living' document that is refreshed and updated when required. Where a significant behaviour change is desired, the travel plan can include incremental aims over several revisions of the document.

The aims in this outline travel plan are for an initial 2-year horizon. It is anticipated that these will be developed and amended when a full travel plan is produced.

The SMART objectives for Portishead Station are to:

1. Achieve a proportion of 46% of passengers walking to and from the station. This is based on the forecast modal share for the station.
2. Achieve a proportion of 4% people cycling to the station.
3. Ensure that bus travel to the station is a realistic option for travellers, through available services and the location of bus stops.
4. Achieve a proportion of people driving to the station of under 32%.
5. Provide travel information to residents and business in Portishead, to maximise awareness of new rail services and options for accessing the station, including cycling facilities, bus services and local car sharing schemes.

## Action Plan for Portishead Station

To help achieve the aims listed above, a series of actions have been developed and are presented in the Table 5.1. These actions constitute the main element of the travel plan. The table contains the following elements:

- **Objective** - Which objective the action contributes to;
- **Action** - Description of the action;
- **Type** - The type of action;
- **Owner** - Who should carry the action forward;
- **Timescale** – Based on timescales around the planned opening of Portishead station in 2019;
- **Impact** - Estimated impact on overall objectives; and
- **Cost** - Estimated cost relative to other measures.



Table 5.1: Recommended actions in the Portishead Station Outline Travel Plan

Objective	Action Ref	Action	Timescale	Impact	Cost
46% people walking to the station	A1	Review walking routes to the station and identify infrastructure improvements which could encourage walking.	Before opening	High	High
4% people cycling to the station.	B1	Review cycle access routes in the vicinity of the station to identifying and implementing improvements to cycling infrastructure.	Before opening	High	High
	B2	Ensure good surveillance and lighting for the cycling parking area as part of the station design	Before opening	Low	Medium
	B3	Generate awareness of secure cycle parking through promotion on the station (posters, signage on secure compound).	Station opening	Low	Low
	B4	Make local cycling maps available at the station and other key centres, including online.	Station opening	Low	Low
	B5	Establish a station-based Bicycle User Group (BUG) - possibly linked to an existing group.	Post opening	Medium	Low
Ensure that bus travel to the station is a realistic option for passengers	C1	Liaise with bus operators about the need to connect to with the station and improve services including existing frequency	Before and after opening	Medium	Medium
	C2	Ensure information about bus times is easily available at bus stops, the station and online. Include information on connections with trains	Before and after opening	Medium	Low
	C3	Ensure information about bus times is easily available at bus stops, the station and online. Include information on connections with trains	Before and after opening	Medium	Low
32% driving to and from the station	D1	Investigate the feasibility of providing car share priority spaces in a prominent area of car park	Before and after opening	High	Low
	D2	Promotion of Travelwest car sharing scheme	After opening	Low	Low
Maximise awareness and options for using the new rail service	E1	Provide information on new rail services to residents and businesses in Portishead	After opening	Medium	Low
	E2	Provide local residents and businesses with information on travel options to the station, including cycling, bus services and local car sharing schemes.	After opening	Medium	Low

# Monitoring and Reviewing the Plan

This outline travel plan is intended to set a framework to begin a long-term process of travel planning at the station site, with target setting. In order for the plan to remain relevant, the action plan should be kept up to date with changes at the station.

## 6.1 Monitoring

The Station Travel Plan should be monitored by a travel plan steering group. An annual meeting of the steering group is recommended, to be led by train operator and NSC. As meetings will be relatively infrequent, a six-monthly update is recommended. This will enable all parties to be kept abreast of developments occurring related to the station.

Each action's owner should take responsibility for monitoring that action. Ad-hoc and informal monitoring should be undertaken and reported back to the steering group either via the monitoring email, or the annual steering group meeting.

## 6.2 Review

The Association of Train Operating Companies (ATOC) provide guidance on station travel plan audits and implementation of travel plans, on their website [www.stationtravelplans.com](http://www.stationtravelplans.com). These resources should be used to regularly review and update the travel plan.

A full travel plan document should be produced in time for the opening of the station in 2021. At this stage regular surveys should be introduced, to inform the annual steering group meeting, at which the objectives, aims and measures will be assessed and revised as necessary.

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## Tables

**Table 5.1: Recommended actions in the Pill Station Outline Travel Plan**

## Figures

**Figure 3-1: Location of Pill station in the context of main pedestrian routes**

**Figure 3-2: Location of Pill station in the context of main cycling routes**

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North Somerset Council is currently in the process of preparing new guidance on the preparation of Transport Assessments. Whilst this guidance largely seeks to replicate the previous GTA it will be tailored to the requirements of North Somerset and reflect other existing policies which have been outlined earlier.



# Station Characteristics

## 3.1 Station Location

The new Pill station is set to be opened close to the site of the former station, located close to the historic centre of Pill at Station Road. The station will be located approximately 140m from the nearest bus stop. Figures 3.1 and 3.2 show the location of the station in the context of wider main pedestrian and cycling routes respectively

## 3.2 Station Catchment

Pill is an historic village, with Easton-in-Gordano to the south west and Ham Green to the east. The three villages have little green space between them and therefore effectively form one urban settlement. The re-opening of Pill station will increase the accessibility of the rail network to residents in North Somerset, benefitting in particular the 4,500 people who live within 1km of Pill station (based on the 2011 census).

## 3.3 Station Access and Facilities

Pill station is designed to serve the wider community of Pill and as such will be a single platform station with typical facilities for a smaller station. This includes a shelter, a ticket machine, CCTV cameras and will be accessible for those with physical disability.

### *Car Parking and Drop Off*

The proposed station layout includes a car park with 58 car parking spaces. There are also 3 disabled bays, provided at a new station forecourt area, which also includes provision for drop-off and pick up of passengers.

### *Bus Services*

Pill is currently served by bus services on the Bristol to Portishead corridor. There are two main services, the X2 and X3. Of these the X2 serves bus stops within Pill including one which is approximately 140m from the rail station. This service generally has a 30 minute frequency Monday to Saturdays, with an hourly service on Sunday. The weekday start and finish times for the service at 05:20 towards Portishead and 06:17 to Bristol and 01:49 to Portishead and 02:36 to Bristol.

### *Cycle Facilities*

Cycle parking will be provided at the station. The number and location of parking spaces is still to be determined.

### *Pedestrian Access*

Due to its location in the historic centre of Pill, the roads in the immediate vicinity of the station often do not have high quality footways. An informal road crossing point will be provided at the entrance to the station and a zebra crossing at the entrance to the car park.

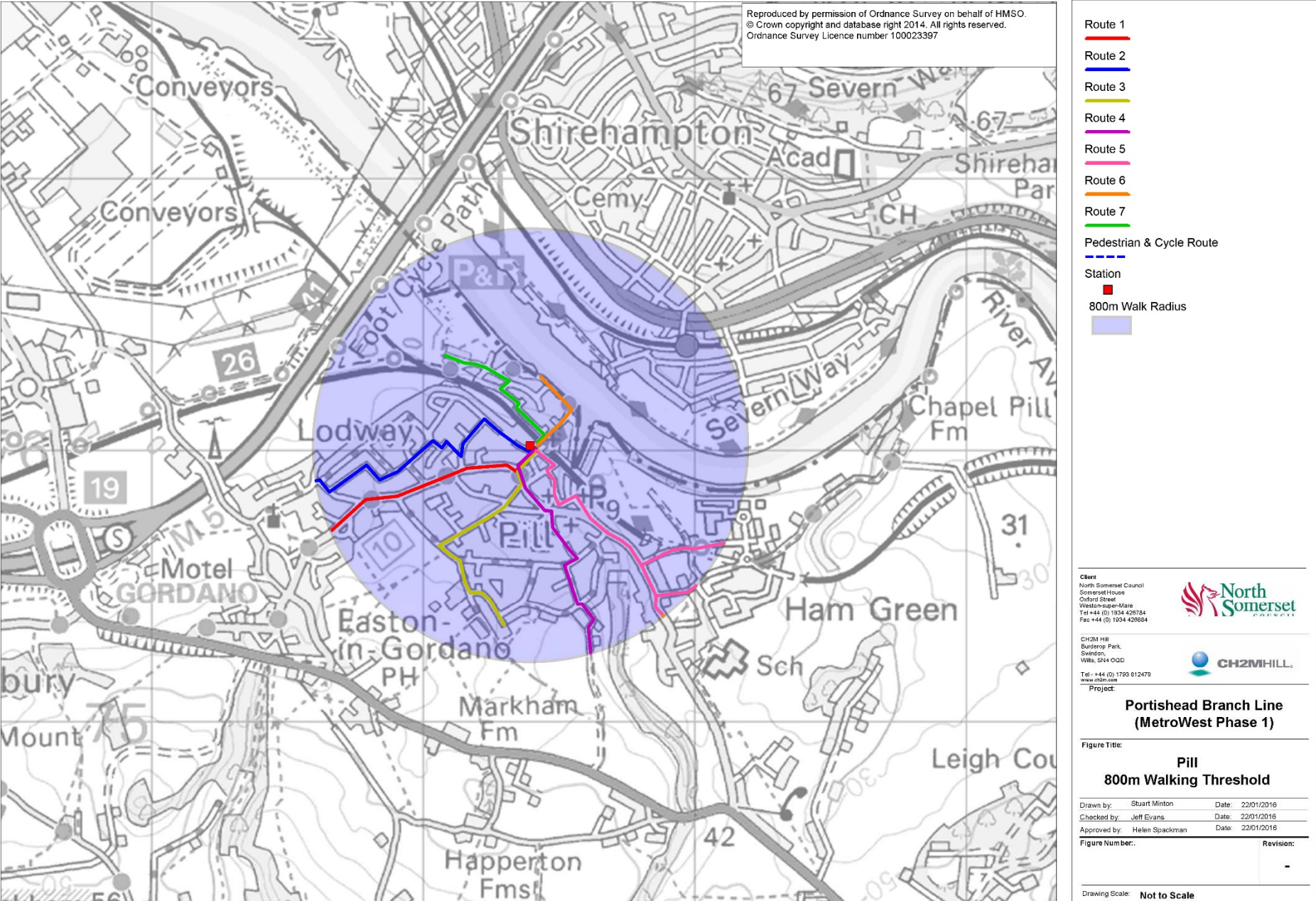


Figure 3-1: Location of Pill station in the context of main pedestrian routes



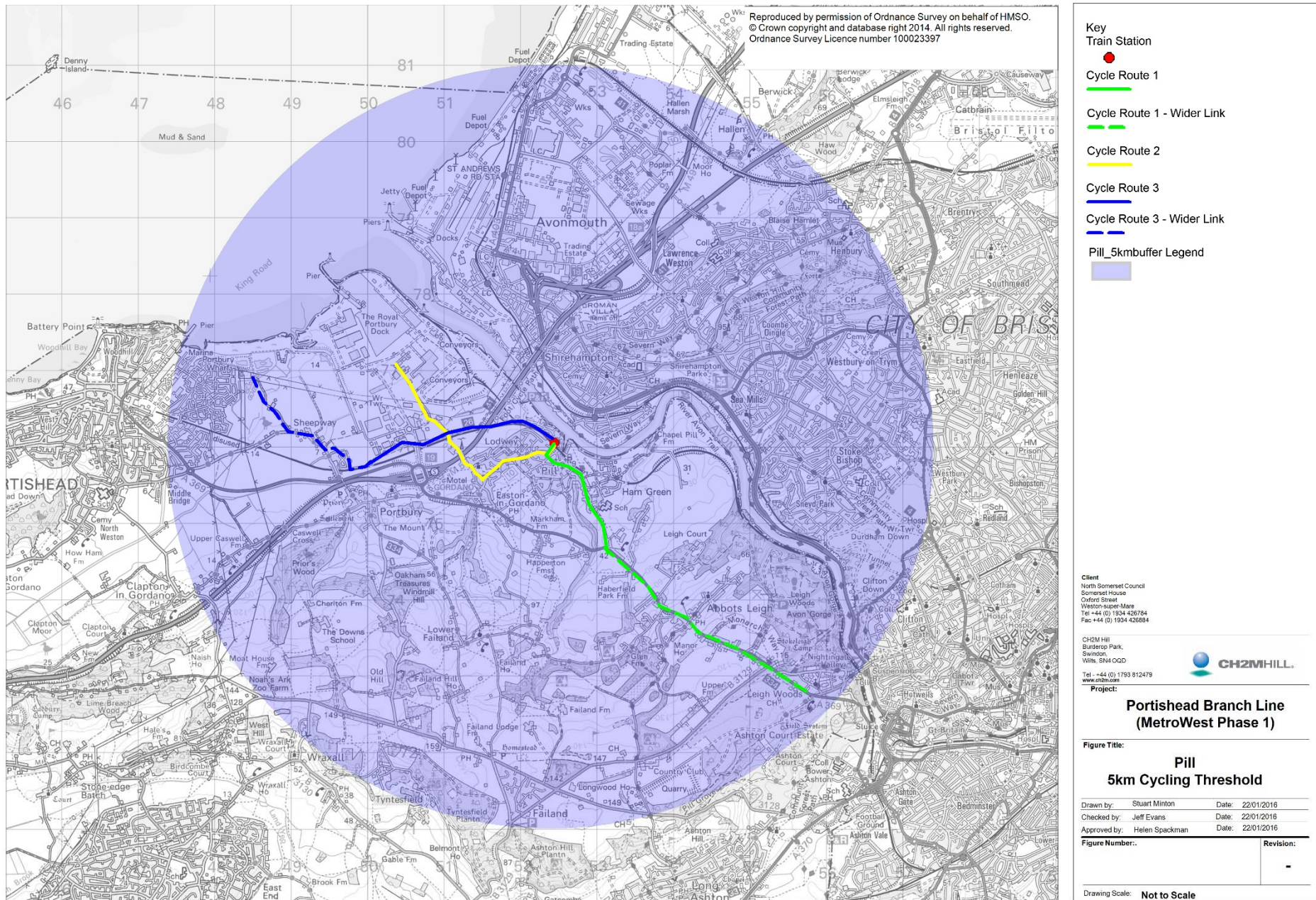


Figure 3-2: Location of Pill station in the context of main cycling routes

## Aims and Objectives

The starting point for the Station Travel Plan is to have a set of aims and objectives that the actions and monitoring can be accessed against.

### 4.1 Aims

At the outline stage, the aims of the travel plan should largely be high level. As the station opens, the aims of the plan should be expanded to reflect the actual operation of the station and passenger rail service.

1. Maximise awareness of sustainable and active travel options to the station for all users.
2. Ensure appropriate facilities are in place for walking and cycling to and from the station.
3. Maximise opportunities to access the station by bus.
4. Minimise carbon and greenhouse gas emissions linked to travel to the station.

### 4.2 Specific Objectives

Supporting the high-level aims are a series of specific objectives. These have been developed to be SMART objectives (Specific, Measureable, Achievable, Relevant and Time-bound). These objectives provide a framework for the monitoring of the travel plan measures and to assess how effective the measures are. The specific and measurable elements of each aim ensure that a value is included, whether that be a percentage or an absolute value. By keeping the aims time-bound, it establishes a deadline for the aim, so that there is no ambiguity over when the aim will be achieved by.

It is important to keep aims achievable and realistic so that they remain relevant. From the outset, the travel plan is intended to be a 'living' document that is refreshed and updated when required. Where a significant behaviour change is desired, the travel plan can include incremental aims over several revisions of the document.

The aims in this outline travel plan are for an initial 2-year horizon. It is anticipated that these will be developed and amended when a full travel plan is produced.

The SMART objectives for Pill Station are to:

1. Achieve a proportion of 52% of passengers walking to and from the station. This is based on the forecast modal share for the station.
2. Achieve a proportion of 3% people cycling to the station.
3. Achieve a proportion of people driving to the station of 30%.
4. Provide travel information to residents and business in Pill, to maximise awareness of new rail services and options for accessing the station, including cycling facilities, bus services and local car sharing schemes.

## Action Plan for Portishead Station

To help achieve the aims listed above, a series of actions have been developed and are presented in the Table 5.1. These actions constitute the main element of the travel plan. The table contains the following elements:

- **Objective** - Which objective the action contributes to;
- **Action** - Description of the action;
- **Type** - The type of action;
- **Owner** - Who should carry the action forward;
- **Timescale** – Based on timescales around the planned opening of Portishead station in 2019;
- **Impact** - Estimated impact on overall objectives; and
- **Cost** - Estimated cost relative to other measures.

Table 5.1: Recommended actions in the Pill Station Outline Travel Plan

Objective	Action Ref	Action	Timescale	Impact	Cost
52% people walking to the station	A1	Review walking routes to the station and identify infrastructure improvements which could encourage walking.	Before opening	High	High
3% people cycling to the station.	B1	Review cycle access routes in the vicinity of the station to identifying and implementing improvements to cycling infrastructure.	Before opening	High	High
	B2	Ensure good surveillance and lighting for the cycling parking area as part of the station design	Before opening	Low	Medium
	B3	Generate awareness of secure cycle parking through promotion on the station (posters, signage on secure compound).	Station opening	Low	Low
	B4	Make local cycling maps available at the station and other key centres, including online.	Station opening	Low	Low
	B5	Establish a station-based Bicycle User Group (BUG) - possibly linked to an existing group.	Post opening	Medium	Low
Ensure the route to bus stops is attractive as possible	C1	Linked with A1 above, ensure the route to and from the nearest bus stops to the station is attractive and safe to use.	Before and after opening	Medium	Medium
30% driving to and from the station	D1	Investigate the feasibility of providing car share priority spaces in a prominent area of the car park	Before and after opening	High	Low
	D2	Promotion of Travelwest car sharing scheme	After opening	Low	Low
Maximise awareness and options for using the new rail service	E1	Provide information on new rail services to residents and businesses in Pill	After opening	Medium	Low
	E2	Provide local residents and businesses with information on travel options to the station, including cycling, bus services and local car sharing schemes.	After opening	Medium	Low



# Monitoring and Reviewing the Plan

This outline travel plan is intended to set a framework to begin a long-term process of travel planning at the station site, with target setting. In order for the plan to remain relevant, the action plan should be kept up to date with changes at the station.

## 6.1 Monitoring

The Station Travel Plan should be monitored by a travel plan steering group. An annual meeting of the steering group is recommended, to be led by train operator and NSC. As meetings will be relatively infrequent, a six-monthly update is recommended. This will enable all parties to be kept abreast of developments occurring related to the station.

Each action's owner should take responsibility for monitoring that action. Ad-hoc and informal monitoring should be undertaken and reported back to the steering group either via the monitoring email, or the annual steering group meeting.

## 6.2 Review

The Association of Train Operating Companies (ATOC) provide guidance on station travel plan audits and implementation of travel plans, on their website [www.stationtravelplans.com](http://www.stationtravelplans.com). These resources should be used to regularly review and update the travel plan.

A full travel plan document should be produced in time for the opening of the station in 2021. At this stage regular surveys should be introduced, to inform the annual steering group meeting, at which the objectives, aims and measures will be assessed and revised as necessary.