

VERVE PROPERTIES

**Paintworks Phases I & II,
BRISTOL**



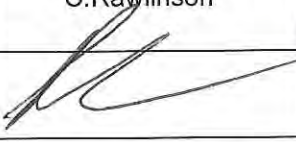
Travel Plan

September 2016



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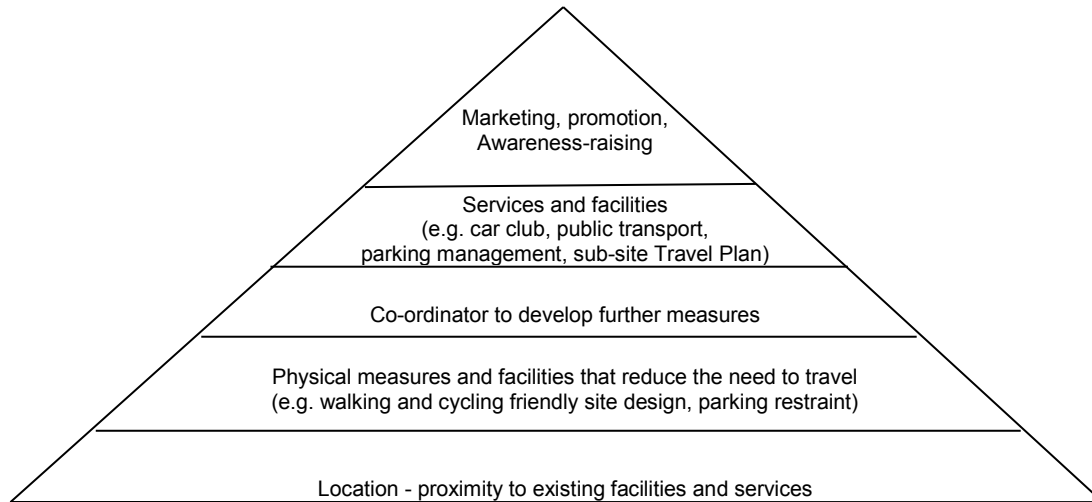
1 INTRODUCTION AND BACKGROUND

- 1.1 This Travel Plan (TP) has been prepared by Transport Planning Associates (TPA) on behalf of Verve Properties. It refreshes the Travel Plan work originally provided for Phases I and II of Paintworks.
- 1.2 Paintworks Phases I and II comprises 17 apartments, 58 units of commercial space, 10 live-work units, a restaurant and event space. Due to the scale of the site the Travel Plan has included both residential and employment elements in this as an overarching 'umbrella' Travel Plan document. A full list of the companies at the site is contained at **Appendix A**
- 1.3 Phase I of Paintworks was completed in 2006. This Phase included a variety of studio/offices, live/work and residential units. A central hub area provides a café/bar, a gallery and an outdoor events and performance space.
- 1.4 Phase II commenced in July 2006 and was completed in 2007. Primarily this phase comprises two buildings where the old art deco administration block of the paint factory was converted into nine individual offices and an office/showroom on the Bath Road, with a new residential floor. The second building (an early 20th century factory) now provides 15 studio/offices.
- 1.5 Paintwork Phases I and II has a total of 229 car parking spaces, including five disabled spaces and 58 visitor spaces. There are 16 spaces allocated to individual residential units, 16 for the live/work units and 96 to the employment units which are provided as part of the occupiers lease agreement. There are 38 unallocated/visitor spaces within the site.
- 1.6 Phase III is currently under construction. It comprises 210 residential units and 6,800sqm of commercial space and 11 live/work units. There are also a total of 336 car parking spaces, including 15 disabled spaces. The majority of these are provided in the lower ground floor car park.
- 1.7 Phase IV is currently going through the planning stages and is envisaged to comprise 92 residential apartments and 1,769sqm of commercial space.
- 1.8 This TP has been prepared on a voluntary basis, as part of Verve Properties ongoing commitment to sustainable travel and awareness of environmental impacts of the Paintworks site. It is designed to complement Travel Plan initiatives that will come forward as part of development proposals for Phase III and IV.
- 1.9 The TP includes baseline survey data which obtained information from companies and residents on current travel patterns to and from the site. The resident and employee travel surveys were undertaken for a two week period between Monday 29th June and Friday 10th July 2015. Subsequent residential surveys were undertaken during the evening of Tuesday 10th November. The questionnaire survey is available in **Appendix B**.

- 1.10 The TP has been developed with reference to the following documents as appropriate:
- (i) National Planning Policy Framework (March 2012);
 - (ii) National Planning Practice Guidance (March 2014);
 - (iii) Bristol City Council Site Allocations and Development Management Policies (March 2014 Publication Version, incorporating modifications recommended by the Inspector in his report of 2nd April 2014);
 - (iv) West of England Joint Local Transport Plan 3, 2011-2026 (2011); and
 - (v) Travel Planning in Bristol web based resources (<http://www.bristol.gov.uk/sites/default/files/assets/documents/TravelPlanningInBristol.pdf>).
- 1.11 The core aims of this TP are to:
- (i) set out the scope and objectives of the TP, which will be delivered by Paintworks Phases I and II;
 - (ii) set out the initiatives and measures to promote accessibility by non-car modes of travel;
 - (iii) set out the roles and responsibilities of a Travel Plan Co-ordinator (TPC);
 - (iv) set out modal share targets; and
 - (v) set out requirements for monitoring and reviewing targets, the success of the TP through dissemination of information including surveys of resident, staff and visitor travel habits.
- 1.12 This TP is a bespoke document for the development of Phases I and II of Paintworks which will continually evolve over time, and will monitor and review initiatives and measures for sustainable travel on a regular basis.

Benefits of Travel Plans

- 1.13 Travel Plans present the opportunity to raise awareness of the consequences of travel choices, the benefits of alternatives and the opportunity to minimise the impact of motorised travel on the environment. This TP will benefit the following elements of Paintworks Phases I and II community:
- (i) the individual - through improved health, reduced stress and cost savings;
 - (ii) the workplace / place to live - through a healthier, more motivated community, reduced congestion and improved access;
 - (iii) the community - by its commitment to environmental priorities and setting an example to others; and
 - (iv) the environment - through reduced transport carbon footprint local air quality with less noise, dirt and fumes, which can contribute to other national and global improvements.
- 1.14 The TP is illustrated by the Travel Plan Pyramid, as set out in **Diagram 1.1** below which is taken from DfT guidance.

Diagram 1.1 – The Travel Plan Pyramid

- 1.15 This TP has been prepared in order to ensure that the five tiers of the Travel Plan Pyramid are considered and reflected in the desired outcomes of this document. This TP meets the bottom tier of the pyramid as it is accessible by walking and cycling and close to local bus routes. Cycle parking facilities and car parking restraint will help reduce the need to travel by car; a necessity of the pyramid's second tier. The third tier of the pyramid is met as the TP sets out the requirements for, and duties of, a Travel Plan Coordinator (TPC) to implement and manage the TP. The TP and indeed the TPC will play an integral role in the development of hard and soft measures for influencing staff and visitor travel behaviour to satisfy the requirements of the fourth tier. The TPC will be continuously raising awareness of the TP through various means of promotion and marketing as required by the fifth and final tier of the pyramid.
- 1.16 It is concluded that this TP satisfies all of the necessary levels of the Travel Plan Pyramid and will promote sustainable travel as part of the development proposal.

2 SCOPE & OBJECTIVES

Scope of the Travel Plan

- 2.1 This TP is principally provided on a voluntary basis, to encourage increased use of sustainable travel options at Paintworks Phases I and II. It has been designed to complement Travel Plan initiatives that will come forward as part of development proposals for Phase III and IV.

Objectives of the Travel Plan

- 2.2 The TP has the following objectives:
- (i) to reduce single occupancy vehicle (SOV) use;
 - (ii) to remove 42 temporary car parking spaces at the site without detriment to the local highway network;
 - (iii) to increase the number of people using public transport;
 - (iv) to increase the number of people walking and cycling; and
 - (v) to raise awareness amongst residents, employees and visitors of the existence of the TP.
- 2.3 This TP includes a number of immediate, continuing and long-term initiatives and measures. The modal share targets for the employment and residential use at Paintworks Phases I and II will be actively monitored and reviewed by the TPC. The initiatives and measures described in this document will be revisited if they are found to be failing to meet the targets, but the targets may also be adjusted if the TP is working well or particularly badly. Ultimately, it will be for the TPC to decide the best methods to meet the targets for the residential and employment elements of the site. The TPC will consult with or request advice from BCC, as appropriate.

3 EXISTING SITE CONDITIONS

Site Location & Composition

- 3.1 The site is located adjacent to the A4 Bath Road in Brislington, approximately two kilometres to the southwest of Bristol City Centre. The location of the site in its wider geographical context is shown on **Figure 3.1** and in its local context is provided in **Figure 3.2**.

Accessibility

Pedestrian and Cycle Facilities

- 3.2 The Paintworks can be accessed directly off Bath Road. The primary access road into the site acts as shared space as there is not a physical footway. However there is a one metre marked margin which acts as a 'pseudo' footway on the western edge of the carriageway for pedestrian and cyclists. This access road is one way. Approximately 160 metres the east of the main vehicular access is the vehicular exit point. This access is gated and has a footway on the western side of the carriageway measuring between approximately 1.8 and 2.2 metres wide. Dropped kerbs and tactile paving is provided across this junction. Approximately 25 metres to the west of this access point, there is a pedestrian crossing point, with a central refuge, dropped kerbs and tactile paving which provides an appropriate facility to cross the road.
- 3.3 On-road cycle lanes are provided along the whole of the site frontage and continue for approximately 215 metres to the west of the site (from the western access), the on-road lane on the eastern side of the carriageway then transfers to a shared footway / cycleway which continues to Temple Meads Railway Station.
- 3.4 Footways are located on both sides of all local roads, between Paintworks and nearby services and amenities. There is a signal controlled crossing on Bath Road approximately 150 metres to the east of the existing western access point. There are also signalised pedestrian crossings on two arms of the junction of Bath Road and Totterdown Bridge and on all arms of the junction of Bath Road, St Phillips Causeway and Sandy Park Road.
- 3.5 Local cycle connections include the National Cycle Network (NCN) Route 3 along the River Avon, NCN Route 4 along the Bristol and Bath Railway Path and an informal cycle link through Arnos Vale Cemetery.
- 3.6 NCN Route 3 provides a traffic free cycle route which runs parallel to the river and provides an alternative route to Temple Meads Station, Bristol City Centre and the St Philips Marsh Industrial Estate to the north and west, and Brislington, Hengrove and Whitchurch to the south.
- 3.7 The informal route through Arnos Vale Cemetery provides a link between Paintworks and the residential area of Knowle in the south.
- 3.8 There is also a 'quiet' cycle route from Temple Quay that runs almost all the way to Paintworks. This route also connects to the Bristol and Bath Railway Path and links with the wider national cycle network running from South Wales to London.

Access to Local Services and Amenities

- 3.9 The mixed use nature of the existing Paintworks schemes (Phases I, II and III), and the proposed Phase IV redevelopment means there are a number of facilities available within the site for site users.
- 3.10 In addition there are a number of local services and amenities that are located within easy walking and cycling distance of the site.
- 3.11 The walking and cycling times to local facilities and amenities are provided in **Table 3.1** (based on a walking speed of 80 metres per minute¹ and a cycling speed of 320 metres per minute²). It is accepted that the time it takes people to walk this distance will depend on the individual's level of health and fitness and will therefore vary from person to person. The topography of the route may also affect journey times. The walking and cycling distances to facilities and amenities in the area have been calculated based on established pedestrian routes from the centre of the site and not 'as the crow flies'.

¹ Providing for Journeys on Foot' IHT (2000)

² Transport Note 2/08 'Cycle Infrastructure Design', published by the DfT in October 2008.

Table 3.1 – Local facilities and amenities

Facility	Location	Distance from the site	Walking Time	Cycling Time
Fast Food Takeaways	Bath Road	350 metres	4 minutes	1 minute
Public House		550 metres	7 minutes	2 minutes
Convenience Store		550 metres	7 minutes	2 minutes
Supermarket		550 metres	7 minutes	2 minutes
Dentist		7500 metres	9 minutes	2 minutes
Bank	Sandy Park Road Local Centre	850 metres	11 minutes	3 minutes
Mini Supermarket				
Pharmacy				
Greengrocers				
Post Office				
Takeaways				
Two Hairdressers				
Butchers				
Public House				
Two Launderettes				
Hillcrest Primary School	School Road	500 metres	6 minutes	2 minutes
Doctor's Surgery	Wells Road	640 metres	8 minutes	2 minutes
Various Retail, Food And Leisure Facilities	Avonmeads Retail Park	700 metres	9 minutes	2 minutes
St Mary Redcliffe Secondary School	Clarence Road	1.6 kilometres	20 minutes	5 minutes

Existing Public Transport Provision*Bus Services*

- 3.12 Local public transport service providers in the area consist of First Group and Abus and local service provision is considered to be good.
- 3.13 The closest bus stops to Paintworks are shown on **Figure 3.2**. The facilities at the westbound bus stop (named 'opposite Paintworks') on Bath Road outside of Paintworks consist of a shelter and seating, an on-street bus cage, bus boarding kerb, bus flag with timetable information and real-time information. The facilities at the eastbound bus stop (named 'adjacent Paintworks') consist of a shelter and seating, bus cage, bus boarding kerb, timetable information and a bus shelter. Continuous footways within Paintworks are provided between the site and these stops. There is a pedestrian crossing point approximately 25 metres to the west of the site exit, with a central refuge, dropped kerbs and tactile paving which provides an appropriate facility to cross the road.

- 3.14 Bus service details and timetable information has been obtained for the local bus services available are summarised below in **Table 3.2**.

Table 3.2 – Summary of Existing Bus Services

Service Number	Route Description	Operator	Approximate Frequency Intervals		
			Weekday Daytime	Weekday Evening	Weekend/ Public Holidays
1	Cribbs Causeway – Bristol – Centre - Broomhill	First in Bristol, Bath and the West	Every 10-15 minutes	Every 20-30 minutes	Every 20 minutes
38	Bath – Saltford – Keynsham – Brislington - Bristol	First in Bristol, Bath and the West	Every 20 – 30 minutes	Hourly	Every 30 minutes
39			Four early morning services (0500-0615)	Every 30 minutes	Every 20 - 30 minutes (morning up until 0720)
X39	Bath – Saltford – Brislington - Bristol	First in Bristol, Bath and the West	Every 15 – 20 minutes	-	Every 20 minutes
57	Bristol Centre - Stockwood	Abus	120 minutes	-	-
67	Bristol Centre – Chew Magna – West Harptree	Abus	One service per day	-	-
178	Bath – Radstock – Midsomer Norton – Paulton – Keynsham - Bristol	First in Bristol, Bath and the West	Hourly		
349	Bristol Centre – Brislington – Keynsham – Brislington – Bristol Centre	Abus	Every 30 minutes	-	-
429	Avonmouth – Ashton Park School (School Service)	Eastville Coaches	One service per day	-	-
668	Midsomer Norton – Radstock – Timsbury – Keynsham - Bristol	Somerbus	One service on a Monday only	-	-

- 3.15 The local bus services provide peak and off-peak connections (between approximately 05:00 and 23:00 generally on a weekday) between Paintworks and local employment, leisure and retail opportunities as well as residential areas. This number and frequency of bus routes operating in close proximity to the site is anticipated to minimise the demand for single occupancy vehicle trips at Paintworks site.

Rail

- 3.16 Bristol Temple Meads Railway Station is located approximately 1.25km to the northwest of the site. Bus services 1, 57 and 349 provide regular direct connections from the stops near the site. Alternatively, rail services can be reached by a four minute cycle ride or an approximate 15.5 minute walk, (based upon the average walking speed of 80 metres³ per minute and 320 metres⁴ per minute for cycling) along Bath Road. The railway station is also accessible via the traffic free route (National Cycle Route 3) alongside the River Avon whereby the route is approximately 1.6km which is around a five minute cycle ride or a 20 minute walk.
- 3.17 Temple Meads Railway Station provides access to major national destinations including London Paddington, Reading, Bath, Swindon, Newport and Cardiff as well as local and suburban destinations including Lawrence Hill, Clifton Down, Gloucester, Avonmouth, Bedminster, Keynsham, Nailsea and Backwell, Weston-Super-Mare, Yate, and Severn Beach.

Car Club

- 3.18 A car club space with a white Toyota Yaris is currently available and located near to the entrance of the Paintworks site. This will be of benefit to the Paintworks site as a whole to reduce car ownership.

Summary

- 3.19 It is concluded that this site provides the opportunity for future residents, visitors and employees to travel to and from the site using sustainable travel options.

³ 'Providing for Journeys on Foot' IHT (2000)

⁴ Transport Note 2/08 'Cycle Infrastructure Design', published by the DfT in October 2008.

4 TRAVEL SURVEYS 2015

Methodology

- 4.1 Questionnaires were distributed to companies and residents via email based on the management company's tenant contact list. They were undertaken using Survey Monkey, an online survey tool, for a period of three weeks between Monday 29th June and Friday 10th July 2015. Hard copies were available. However there were no requests for these from staff or residents during the survey period.
- 4.2 The questionnaire included information regarding:
- personal information including postcode, working patterns etc;
 - about travel to work including mode of travel, distance to work, time of travel etc;
 - potential measures and initiatives for the Travel Plan; and
 - car parking.
- 4.3 There were 106 employee responses. There are 58 commercial units at Paintworks Phases I and II with 59 companies registered at the site. A total of 22 companies participated (37%) in the staff travel survey. This is considered to provide a useful number of responses in terms of taking the Travel Plan forward and providing a baseline modal share.
- 4.4 The residential survey resulted in five residential responses (approximately 11%), and further to this it was considered that a second round of data collection should be undertaken after the summer holiday period in the Autumn 2015.
- 4.5 A second round of data collection was undertaken by TPA using a door knock approach between the hours of 18:00 and 20:00 on Tuesday 10 November 2015. This approach resulted in six responses (approximately 13%) which is also considered to be a low number of responses. The residential surveys resulted in a combined total of 11 responses, approximately 23%, however there were three duplicates over the course of the two surveys resulting in an overall response rate of eight surveys which equates to 17%.
- 4.6 It had become apparent that the number of units used solely for residential has decreased and as a result it was difficult to engage with an adequate number of residents. This suggests that a Travel Plan Co-ordinator (TPC) should consider other means of engaging with the residents at the site at a later date in order to give a representative sample of the results and to produce meaningful targets going forward.

Baseline Modal Share Results Summary

- 4.7 The base travel patterns for employees and residents are provided in **Table 4.1**. The full survey results are set out in more detail within **Chapter 5** and **Chapter 6**.

Table 4.1 – Base and Target Modal Share and Targets – Employees and Residents

Modal share	Baseline Modal Share Employees 2015	Baseline Modal Share Residents 2015
Survey Date	(%)	(%)
Public Transport	17.3	10
Motorcycle	1.6	0.0
Car Driver	41.4	40
Car Passenger	4.1	0.0
Cycling	15.6	20
Walking	17.3	20
Taxi	0.1	0.0
Other	0.9	0.0
Work from Home	1.7	10

Data collection going forward

- 4.8 All occupied residential units and companies will be included in future surveys. Contact details will be provided by the management company.
- 4.9 It is considered that the data collection method via Survey Monkey is a good method for the occupying companies and obtained a reasonable response rate. However a one-to-one door knock method is considered to be more appropriate to gain a good response rate for residents in the future.

5 2015 STAFF SURVEY RESULTS

5.1 A summary of the staff survey results are provided below.

Question 1 – Which company do you work for?

5.2 The responses indicate that employees are dispersed over a number of companies within the site and 22 companies participated in the survey. The majority of the respondents are from E3 Media with 28.41% of the overall responses. Cruz Products and Wildfire Comms both had ten respondents equalling to 11.36% of the overall response rate. The remaining 19 companies including Blue Flint Group, Scarycat Studios and Wild Fire Productions (amongst others) had seven or less respondents.

Table 5.1: Question 2: Are you aware that there is a Travel Plan in place at Paintworks?

Yes		No	
Number of respondents	Proportion of respondents	Number of respondents	Proportion of respondents
8	7.62%	97	92.38%

5.3 The results in **Table 5.1** indicate that there is a 7.62% awareness of the Travel Plan amongst the current employees which is considered to be a very low level of awareness. This is not a surprising result considering the Travel Plan has not had a marketing or communications strategy in place. This is to be reviewed as part of this revised Travel Plan.

Table 5.2: Question 3 - Gender

Male		Female	
Number of respondents	Proportion of respondents	Number of respondents	Proportion of respondents
63	59.43%	43	40.57%

5.4 The survey results in **Table 5.2** indicate that 59.43% of respondents were male and 40.57% were female. This could potentially have implications on travel patterns of employees within the site as women are perhaps seen as more vulnerable and the method of travel to work could reflect this. This could also potentially affect working hours as well as choice of mode of travel due to women traditionally having childcare commitments (school runs etc), although this is speculative and is not confirmed.

Table 5.3: Question 4 – Age

Under 19		20-29 years		30-54 years		55 years and over	
Number of respondents	Proportion of respondents	Number of respondents	Proportion of respondents	Number of respondents	Proportion of respondents	Number of respondents	Proportion of respondents
0	0.00%	30	28.30%	70	66.04%	6	5.66%

- 5.5 **Table 5.3** indicates that no respondents were aged under 19 years old, 30 respondents were between 20 and 29 years old, the majority of respondents were aged between 30 and 54 years old (70) and six were 55 years or older.

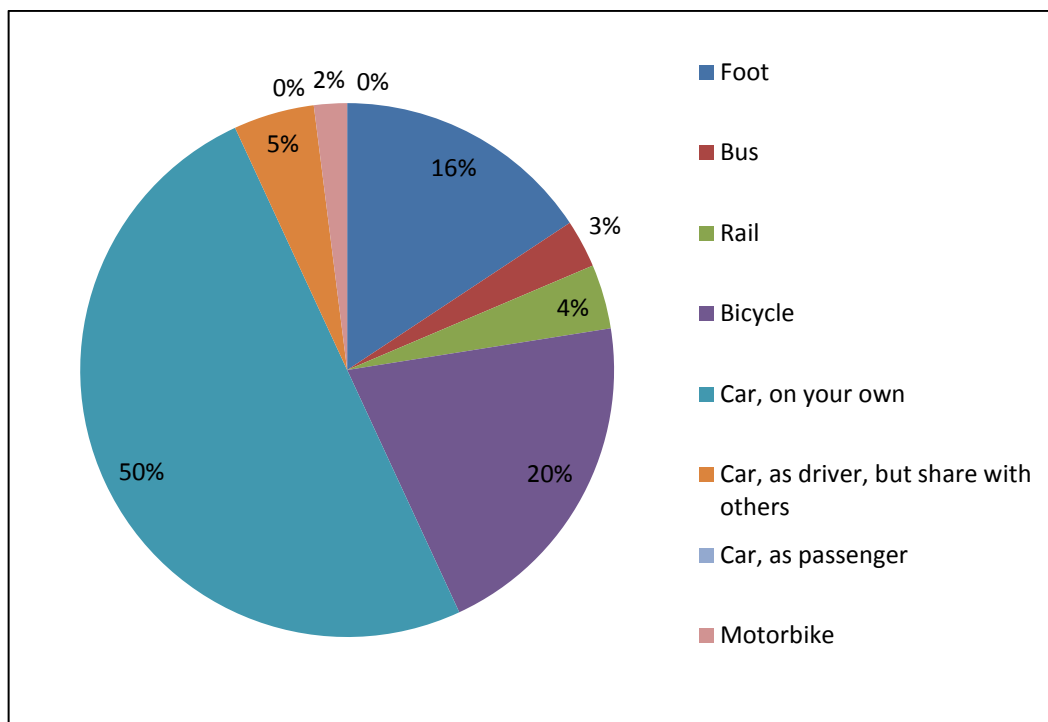
Table 5.4: Question 5 – Do you work full-time or part-time?

Full Time		Part Time	
Number of respondents	Proportion of respondents	Number of respondents	Proportion of respondents
92	86.79%	14	13.21%

- 5.6 **Table 5.4** indicates that the majority of the respondents are full time employees.

Question 6 – Home Postcode

- 5.7 The survey results indicate that employee home locations are quite widely spread as demonstrated in **Question 9**, whereby over half of all respondents live between one and five miles from the site. However the majority of employees are in the vicinity of the Bristol area and therefore there is considered to be potential for employees to walk, cycle or use public transport based on the location of employee home locations.
- 5.8 A summary of the modal share indicated by respondents as their 'main mode' is indicated in **Chart 5.1**.

Chart 5.1: Question 7 - What is your main mode of transport to work?

- 5.9 The survey results as shown in **Chart 5.1**, indicate that the highest proportion of respondents travel by single occupancy car. Half of the respondents specified that they drive to and from work alone. However, a fifth of respondents indicated that they cycle and 16% indicated that they regularly walk to work.

Question 8 - How long does it usually take you to get to work, using your normal mode of travel?

- 5.10 The results show that for the majority of employees (60%) it takes up to 30 minutes to travel to work, with approximately a third specifying that it takes between 31 to 60 minutes and a small percentage travelling longer than an hour to travel to and from work each day.

Question 9 - How far do you typically travel to work?

- 5.11 The survey results indicate that the largest proportion of employees (41%) travel over five miles to work and the smallest proportion (8%) travel up to a mile. However, the results would suggest that over half (51%) of respondents travel between one and five miles to and from work which offers the largest potential for modal shift, this is confirmed in **Question 6**, respondents home postcodes.

Question 10 – Where do you normally park?

- 5.12 When asked where they park, 37.5% of the employees were instantly discounted as they do not drive to work. The majority of respondents indicated that they parked onsite either in an allocated or unallocated bay (36.54% and 24.04% respectively). Only two respondents indicated that they parked offsite; one was on a nearby street and the other was in an offsite car park.

Question 11 – Do you use the car club?

- 5.13 The majority of respondents (98.08%) indicated that they do not use the car club with two respondents (1.92%) indicating that they do use the car club car that has a dedicated car and parking bay onsite at the Paintworks.

Question 12 – What times do you usually arrive at work and depart from work?

- 5.14 The results show that most of the respondents arrive at work between 07:00 and 09:00 with the majority (58.1%) arriving at 08:00 and 33.3% arriving at 09:00. Both times would be within the typical AM peak hour of the highway network.
- 5.15 The majority of the respondents depart the site between 17:00 and 18:00. 43.6% of respondents depart at 17:00 and 38.6% depart at approximately 18:00 which are both within the typical PM peak hour of the local highway network.

Question 13 – If you drive to work, what are your main reasons for doing so?

- 5.16 The staff were asked what their main reason was for choosing the mode they did and the results are shown in **Table 5.5** below.

Table 5.5: Main reasons for driving to work

Main reason indicated for driving to work	2015 Results
N/A – I do not travel to work by car	29 (21.48%)
Essential to use a car during the working day	23 (17.04%)
Health Reasons	1 (0.74)
Personal Security	2 (1.48%)
Lack of an alternative	23 (17.04%)
Cost	10 (7.41%)
Reliability	15 (11.11%)
Convenience	32 (23.70%)

- 5.17 The results in **Table 5.5** indicate that the majority of drivers use this method to travel to work due to convenience and using the car is essential during the working day. A total of 14 respondents did not provide an answer to this question. Respondents were also invited to comment upon their main reasons for driving to work and reoccurring trends in the comments section included:

- (i) childcare drop-offs / pick-ups on way to / from work;
- (ii) no direct bus routes to the site;
- (iii) unknown finish times or late night finishes; and
- (iv) sometimes have to transport large or bulky items.

Table 5.6: Question 14 - If you normally drive to work, what alternative modes would you consider using?

Potential Alternative Modes of Travel	2015 Results
N/A – I do not travel to work by car	33 (23.40%)
Walking	10 (7.09%)
Bus	15 (10.64%)
Cycling	26 (18.44%)
Car Share with Other(s)	13 (9.22%)
Motorbike	7 (4.96%)
Rail	18 (12.77%)
None of the above	19 (13.48%)

5.18 **Table 5.6** indicates that nearly a fifth of the respondents (18.44%) would be willing to cycle in to and from work and nearly 11% of employees would be willing to shift to using the bus. Only 13.48% of the respondents answered that they would not be willing to change from driving to and from work. A total of six respondents did not provide an answer to this question. Based on the results, the potential for modal shift is considered to be good with the successful implementation of the Travel Plan.

Table 5.7: Question 15 - What initiatives would encourage you to use the modes of transport identified in Question 14?

Initiative to encourage sustainable travel	2015 Results
Better information about walking, cycling and public transport e.g. sustainable travel leaflet specifically for Paintworks	16 (10.81%)
A notice board in the entrance with sustainable travel information on	8 (5.41%)
More cycle / motorcycle parking	12 (8.11%)
A pool bicycle with a secure allotted parking space	6 (4.05%)
More incentives to use the Car Club for business travel i.e. reduced membership costs	5 (3.38%)
Having a Bicycle User Group (BUG) where employees can meet and discuss cycle issues	4 (2.70%)
Participation of your employer into the Government's tax-free 'Cycle2Work' scheme to purchase a bicycle	9 (6.08%)
Better / more changing, locker or shower facilities	24 (16.22%)
Help finding car share partners	12 (8.11%)

Guaranteed ride home for car shares when let down by the driver due to unforeseen circumstances	13 (8.78%)
Loan from your employers for a public transport season ticket	8 (5.41%)
A small monthly cash incentive from employer for those who do not drive to work	31 (20.95%)
Note: Respondents could select more than one answer	

- 5.19 As indicated in **Table 5.7**, a fifth of respondents (20.95%) indicated a small monthly cash incentive from their employer for those who do not drive to work would encourage them to switch modes. The next most popular answer with 16.22% was better or more changing, locker or shower facilities and 10.81% of responses indicated that better information about walking, cycling and public transport, e.g. sustainable travel leaflet specifically for Paintworks, was preferable encouragement. It is considered that staff tend to be looking towards the more active travel options and this is reflected in the results by staff indicating that cycling, more changing and locker facilities, as well as more sustainable travel information would be popular alternative options for staff.
- 5.20 Additional comments provided by staff indicated the main reasons why they could not consider switching to any other mode for their commute were that there were no direct or feasible bus route from where they lived, public transport is always crowded or late and there is not suitable shelter on all of the cycle storage within the site.

Table 5.8: Question 16 – If you drive, would an incentive help encourage you to travel by another mode?

Potential Incentive to be provided	2015 Results
Yes – a monthly walkers / cyclist breakfast	6 (7.32%)
Yes – cycle / motorcycle mileage costs for business travel	0 (0.00%)
Yes – a small amount of money to help towards cycle repair costs for regular cyclists	8 (9.76%)
Yes – a free car wash for those who formally car share with other employees regularly	6 (7.32%)
No – an incentive would not encourage me to use any other mode except driving	33 (40.24%)
N/A – I do not drive to work	29 (35.37%)

- 5.21 As indicated in **Table 5.8**, over a third of respondents (35.37%) answered that they did not drive to work. The most popular answer with over a third of respondents indicating that an incentive would not encourage them to switch mode to anything other than driving and the next most popular answer with just under 10% was that a small monthly cash incentive from their employer towards cycle repairs for regular cyclists would encourage them to switch modes. This is a contrast to the responses in **Question 15** whereby 20.95% indicated that a small cash incentive for those who did not drive to work would encourage them to switch modes.

- 5.22 Respondents were also asked to provide any comments regarding incentives that would encourage them to switch modes, which included:
- (i) subsidised travel;
 - (ii) flexible working hours;
 - (iii) more public transport options; and
 - (iv) a reasonably priced gym onsite.
- 5.23 Some respondents also listed reasons why an incentive would not encourage them to switch modes which included:
- (i) restricted with childcare;
 - (ii) require a car during the working day; and
 - (iii) incentives do not make any difference to the chosen mode as there is not currently any other option available to travel to work from their home location.

Table 5.9: Question 17 – Do you have ‘smarter working’ as part of your working arrangements?

Smarter Working Initiative Provided	2015 Results
Yes – Tele / video conferencing facilities are available for use	32 (17.98%)
Yes – I have a laptop / mobile and work on the train when travelling for business	29 (16.29%)
Yes – I have the option to work flexible working hours so I do not need to travel at the busiest times	20 (11.24%)
Yes- I have the option to work a condensed working week so do not need to travel into the office everyday	11 (6.18%)
Yes – My company uses ‘hot desking’	10 (5.62%)
Yes – I have the option to work at home	26 (14.61%)
Yes – Other – not listed above	8 (4.49%)
No – There are no smarter working initiatives in place	42 (23.60%)
Note: Respondents could select more than one answer	

- 5.24 As indicated in **Table 5.9**, over three-quarters of the responses (76.4%) to this question indicated that they have smarter working initiatives in place, which is really encouraging in terms of reducing the need to travel for business. The most popular initiative within a workplace was tele / video conferencing facilities available for use which reduce the need to travel to other offices during working hours. The next most popular answer with nearly 15% of the respondents was that they had the option to work from home.

Table 5.10: Question 18 – Would you like a Personal Travel Plan, i.e. a one to one chat about different travel options available to get to work?

Yes		No	
Number of respondents	Proportion of respondents	Number of respondents	Proportion of respondents
4	4.04%	95	95.96%

- 5.25 Question 18 identified whether people would like a Personal Travel Plan. The results are indicated in **Table 5.10** and demonstrate that the majority of the respondents (95.96%) would not like a Personalised Travel Plan and that only 4% would like to have one. It may be the case that this approach may appear to be intrusive on employee choices, or lack of awareness regarding how the Personal Travel Plan may be useful to individuals or indeed that a number of staff already feel they have optimised their travel arrangements and are not willing to reconsider this. It is considered that this measure could potentially be implemented as a back-up measure, for example should the Travel Plan provide unsuccessful results.

Question 19 – Do you have any other comments about your travel to work?

- 5.26 The respondents were asked to leave any other comments about their travel to and from work, which were not covered in the original questions. The comments provided a wide variety of qualitative data collection including positive and negative responses. The reoccurring responses have been broadly summarised and set out below:

- (i) live too far away from the site to make public transport practical;
- (ii) buses / trains are too expensive;
- (iii) walking up the A4 is not a very pleasant experience;
- (iv) childcare restrictions;
- (v) based on more than one site makes public transport unfeasible;
- (vi) bound by public transport timetables – driving more convenient;
- (vii) driving is cheaper;
- (viii) cycling / motorcycle is only weather permitting;
- (ix) Sparke Evans Park Bridge allowed quick access to cycle path (temporarily closed due to essential maintenance works, will be reinstated once complete – approximately spring/summer 2016);
- (x) need better or more shower facilities;
- (xi) not enough car parking spaces within Paintworks – may consider relocation of business; and
- (xii) provide dedicated car sharing spaces.

6 2015 RESIDENTIAL SURVEY RESULTS

- 6.1 The initial residential survey undertaken in July 2015 resulted in five residential responses, and further to this it was considered that a second round of data collection should be undertaken after the summer holiday period in the Autumn 2015.
- 6.2 A second round of data collection was undertaken by TPA using a door knock approach between the hours of 18:00 and 20:00 on Tuesday 10 November 2015. This approach also resulted in a low number of responses.
- 6.3 As part of the survey process, it became apparent that the number of units used solely for residential use has decreased as the live/work units were being used solely for a business purpose. As a result it was difficult to engage with an adequate number of residents. TPA will consider other means of engaging with the residents at the site at a later date in order to give a representative sample of the results and to produce meaningful targets going forward.
- 6.4 A brief summary of the residential survey results are provided below:
- (i) A total of 40% of the respondents indicated that they were a car driver; two indicated that they cycle and one indicated that they travel to and from their place of work on foot. There was also one respondent that lived at the site in a live / work unit.
 - (ii) It was apparent that the mode of choice used by residents was not necessarily their first choice, but more a necessity and it was not practical to use any other means of transport. Two of the respondents indicated that they had to use a car for their work as the location where they were working would vary, as well as needing to undertake visits to multiple destinations in one day which would not be practical by public transport, on foot or cycling.
 - (iii) Some respondents said that they commuted to and from work either by bike or on foot, not because it was the most convenient, but because the traffic within Bristol and especially on the A4 Bath Road was very slow moving at peak hours and it could almost double their journey time to and from work.
 - (iv) Results were split whether or not they enjoyed their commute, half of the respondents indicated that they enjoyed their commute and half of the respondents indicated that they did not.
 - (v) None of the respondents were aware that there was an existing travel plan in place at the Paintworks.
 - (vi) None of the respondents use the on-site car club car. However it is well used and it is noted that the space is empty for the majority of the time. It is potentially used more for business.

(vii) A number of comments were made regarding the acceptability of the pedestrian environment on the A4 Bath Road towards Temple Meads Railway Station due to it being so highly trafficked, especially during the peak hours. During the morning and evening peak hours the shared use cycle / footway becomes saturated with pedestrians which can make the path difficult for cyclists to use safely and comfortably. The same can be said for pedestrians, with none of the users properly giving way to each other. Residents noted that there should perhaps be a separate cycleway / footway rather than a shared one.

(viii) One respondent said that he would get the bus to work if there were a direct bus service to Fishponds from the Paintworks / Bath Road. Currently he would have to either get a bus or walk to the centre and catch another bus from there which would add more time onto his daily commute. Another respondent also mentioned that the price of buses made it difficult to consider travelling using the bus and more direct bus routes would be beneficial.

6.5 From the responses, it is clear that the majority of the residents at the Paintworks use their mode of choice out of necessity. Comments gained from respondents demonstrated that those that drive alone is due to work commitments which otherwise would not be possible. The same however can be said about the majority of who walk or cycle, they did as the surrounding highway network is 'too busy' during the typical peak hours when they travelled to work. It was apparent that none of the residents were aware that the Paintworks has a Travel Plan in place or used the on-site car club and thought that it is used primarily for business use. Comments were made in relation to the practicability of using the bus services from the site to their place of work, however it was thought to be too expensive and the routes were not direct enough. Comments were made about the pedestrian / cycle shared use path which runs on the eastern side of Bath Road from the Paintworks to Bristol Temple Meads Railway station as this can also be extremely busy during the peak hours and does not result in an enjoyable commute.

6.6 It is understood from the Paintworks managing company that there are currently negotiations with the bus operators in order to allow for the A4 Bath Road Park and Ride bus to pick up / set down at the site. It is considered that this will give the residents, employees and visitors more opportunity to use public transport when accessing the site as the service is due to be improved commencing September 2016. The TravelWest website (accessed 26/08/2016) states:

'From 4th September 2016, the Brislington Park & Ride will be operated by First. The service will run using double-decker buses at increased intervals and later into the evening. The Saturday service will be more frequent than previously and it will also now run on Sunday and most public holidays.'

6.7 Engagement with BCC has confirmed the response rate for the residential element is acceptable going forward. The targets set out in **Chapter 9** have been derived from the responses and will be reviewed at the next round of snapshot surveys.

7 TRAVEL PLAN MANAGEMENT

Travel Plan Coordinator (TPC) - Roles and Responsibilities

7.1 The Paintworks management company currently undertake the role of the TPC for Phases I and II. It is anticipated that they will continue the role for the lifetime of the Travel Plan. The TPC will be responsible for the residential and employment elements of the Travel Plan.

7.2 The contact details for the Paintworks management company are:

Name: ***Ian Mayers***

Contact Address: ***Vine Property Management LLP, 3 Vine Terrace, High Street, Harborne, Birmingham, B17 9PU***

Contact Telephone Number: ***01633 920 101***

7.3 The responsibilities of the TPC comprise the following:

- (i) to oversee the implementation of the Framework Travel Plan;
- (ii) to provide site specific marketing materials, including details on the Paintworks website and on the site notice board;
- (iii) lead the promotion and marketing of the revised Travel Plan 2015 to existing and new residents and companies;
- (iv) to produce, explain and distribute 'Sustainable Travel Information Packs' and leaflet;
- (v) to act as the liaison between the Council, management, and tenants;
- (vi) to undertake and monitor questionnaire travel surveys in years 1, 3 and 5 for a period of 5 years, which will include subsequently reviewing and updating the Travel Plan, as necessary;
- (vii) to sign up and promote participation in the West of England Travel West Survey every two years in years 2 and 4 of the Travel Plan;
- (viii) to promote the City Car Club space available within Paintworks and liaise with operators as necessary on behalf of tenants when required;
- (ix) to organise and promote cycle events; and
- (x) to monitor the progress of the Travel Plan and report back to the management company and BCC.

7.4 The TPC has Verve Investments Ltd management support and it will be the management responsibility that adequate time can be spent on TP roles and duties.

7.5 The TPC will be the first point of contact for information regarding sustainable travel for individual tenants.

7.6 A Steering Group will be set up for the Travel Plan. This could involve the TPC and representatives from the tenants and Management Company at Paintworks.

8 INITIATIVES AND MEASURES

Initiatives and Measures for Paintworks Phases I and II

- 8.1 The majority of initiatives and measures contained in this Travel Plan are proposed to be implemented before completion of the subsequent phases of Paintworks (Phases III and IV). This is proposed in consideration of the results of the travel surveys, with the aim of focussing efforts on those people who would more easily accept a change in travel behaviour. These are set out below:

To encourage pedestrian travel:

- (i) provision of up-to-date information on pedestrian routes for tenants. Information could be provided through:
- location maps and leaflets produced for Paintworks;
 - on the Paintworks website/intranet(as appropriate);
 - on the notice board within the site; and
 - within 'Sustainable Travel Information Packs' issued to each company/household.

To encourage cycle travel:

- (i) provision of secure cycle parking facilities are provided through communal cycle parking areas. Cycle parking levels will be increased if justified through monitoring, which will take place in the form of a cycle park count every 6 months. This will be undertaken more frequently if comments received from users require;
- (ii) organisation of cycle events. This could include specialist bicycle mechanics that offer servicing and recommend repairs to tenants cycles. E.g. Dr Bike, road shows, information stalls or cycle training;
- (iii) provision of up-to-date information on pedal cycle facilities for tenants and include this information on location maps and leaflets produced for Paintworks and on the website;
- (iv) Paintworks will join a cycle champion scheme which will encourage, motivate and inspire tenants to cycle to and from work . Membership of this will be implemented via email to the cycle champion through the contact details: city.transport@bristol.gov.uk;
- (v) Provision of showers and changing facilities;
- (vi) the TPC will monitor use of the communal cycle parking areas and tenants will be encouraged to give feedback to the TPC for improvements to parking or other facilities (e.g. showers / lockers etc. provided) or should any complaints arise;
- (vii) The TPC could investigate the possibility of appointing a cycling representative at the site;
- (viii) The TPC will investigate and publicise up-to-date literature and information available at <http://www.bristol.gov.uk/page/transport-and-streets/cycling>;

- (ix) The TPC will promote the BikeBUDi scheme. This is a free scheme which matches individuals with others cycling the same way so they can ride together. This idea helps individuals who may be concerned about cycling to be accompanied by a more experienced cyclist. The TPC will promote this initiative and provide contact details to employees and residents as appropriate: www.bikebudi.com.
- (x) The TPC will investigate any potential discounts at local cycle retailers for Paintworks residents and employees;
- (xi) participation in the cycle2work scheme will be promoted to companies at Paintworks to encourage the purchase of bicycles;
- (xii) a pool bike scheme will be investigated by the TPC;
- (xiii) an 'emergency ride home' scheme will be considered. This will be provided through a taxi fare, bus fare or lift with a colleague should there be an emergency and the employee cannot cycle home from work. A request would be sent to the Paintworks Management Company prior to undertaking the ride home, and receipts would be provided to the management company to be refunded.

To encourage public transport travel:

- (i) provision of up-to-date information on public transport for tenants and include this information on any location maps produced for Paintworks and on the website and notice board within the site; and
- (ii) promotion of any discounts which may be offered by local bus operators for tenants.
- (iii) an 'emergency ride home' scheme will be considered. This will be provided through a taxi fare, bus fare or lift with a colleague should there be an emergency and the employee cannot take public transport home from work. A request would be sent to the Paintworks Management Company prior to undertaking the ride home, and receipts would be provided to the management company to be refunded.

To reduce car borne trips:

- (i) promotion of national and local travel events within the residential and employment communities such as Walk to Work Week (held in April/May), Bike Week (held in June) and Car Free Day (held in September);
- (ii) the promotion of the www.2CarShare.com car share database website on the notice board, travel leaflet issued within the Sustainable Travel Information Pack and Paintworks website;
- (iii) the promotion of the City Car club bay already provided within the Paintworks car park on Central Road. The TPC will contact City Car Club to investigate whether any discounts could be available to new and existing tenants at Paintworks; and
- (iv) consideration of allocating car parking spaces as 'Car Share Spaces' on site. The use of the spaces could be monitored through vehicle registration plates. Employees could register their vehicle including contact details of car share partners with the Paintworks management company. Any vehicles who abuse the use of the space would be issued with a warning on their vehicle.

- (v) an 'emergency ride home' scheme will be considered. This will be provided through a taxi fare, bus fare or lift with an alternative colleague should there be an emergency and the employee cannot travel home with their usual car share partner. A request would be sent to the Paintworks Management Company prior to undertaking the ride home, and receipts would be provided to the management company to be refunded.
- (vi) the survey indicated that a small cash incentive would encourage drivers to use alternative modes of travel. The implementation of this would be investigated by the TPC in conjunction with tenants and could include for example, a contribution towards cycle and walking equipment.

Awareness and Marketing

8.2 Tenants will be made aware that the Revised TP is in operation for the site by the TPC as soon as it is implemented. Tenants will be informed of the initiatives and measures contained within the TP via email, leaflets delivered through the door, on the website, and on the noticeboard.

8.3 The following means of publicity will continue to be used going forward:

- (i) travel information boards at Paintworks to be updated regularly to include information on bus services, trains, cycle routes, pedestrian routes and car sharing schemes. This will be the responsibility of the TPC to ensure the information is up to date and accurate and will be reviewed regularly as appropriate;
- (ii) Leaflets delivered through the door to promote initiatives and measures to engage tenants;
- (iii) Tenant Sustainable Travel Information Packs will provide awareness to tenants and their visitors that the development can be accessed by modes other than as a single occupant car driver. It will include details on how to access the site using rail, bus, walking and cycling and also by car sharing;
- (iv) Paintworks website to include travel page with map of local roads, bus stops, links to transport providers' websites etc; and
- (v) the use of email, Social Media and available smartphone apps will be investigated to inform residents of travel and parking arrangements, and to promote the Travel Plan.

Sustainable Travel Information Packs and Leaflet

8.4 A revised Sustainable Travel Information Pack and a leaflet for each household and company will be produced giving details of sustainable travel options available. The leaflet, previously produced is already available on the Paintworks website, and will be updated as part of the revised Travel Plan going forward. A copy of the leaflet is included at **Appendix C**.

8.5 The Sustainable Travel information Pack will include the leaflet which will be given to tenants as part of the Travel Plan launch. Further copies for tenants will be available from the TPC or from the Paintworks website.

Potential Further Initiatives and Measures

8.6 Whilst the list of initiatives and measures is comprehensive, it will be for Verve Properties as the management company to decide the best methods to increase non-car use in consultation with BCC, as appropriate. For example, other measures may be considered at a later date. These are outlined below.

- (i) provision of additional cycle and motorcycle parking spaces; and
- (ii) Personal Travel Planning for each tenant implemented by the TPC.

9 TARGETS

- 9.1 The TP seeks to achieve its objectives by setting the following targets at this stage, based on the baseline modal shares in **Section 4**. As travel habits are well established, targets are not compulsory and are only aspirational.
- 9.2 Targets will be reviewed after each monitoring period, which is anticipated to be undertaken every two years.
- 9.3 The baseline survey data undertaken in June 2015 was designed to obtain information from companies and residents on current travel patterns to and from the site. The resident and employee travel surveys were undertaken for a two week period Monday 29th June and Friday 10th July 2015 provide the basis for the initial modal share targets contained within this Travel Plan on **Table 9.1** and **Table 9.2**.
- 9.4 The base and target modal shares for employees and residents are summarised on **Table 9.1 and 9.2**.

Table 9.1 – Base and Target Proportional Modal Share - Employees

Modal share	2015 Employee Travel Survey	Baseline Survey	Target Year 1	Target Year 2	Target Year 3	Target Year 4	Target Year 5
	%	Survey Date	Summer 2016	Summer 2017	Summer 2018	Summer 2019	Summer 2020
Public Transport	17.3	Summer 2015	18.5%	18.7%	19.0%	19.3%	19.3%
Motorcycle	1.6	Summer 2015	1.8%	1.9%	2.0%	2.0%	2.0%
Car Driver	41.4	Summer 2015	39.0%	37.0%	35.0%	33.0%	31.0%
Car Passenger	4.1	Summer 2015	4.5%	5.6%	6.1%	6.2%	6.5%
Cycling	15.6	Summer 2015	15.6%	15.7%	15.8%	16.5%	17.2%
Walking	17.3	Summer 2015	17.5%	18.0%	18.8%	19.5%	20.5%
Taxi	0.1	Summer 2015	0.3%	0.3%	0.4%	0.5%	0.5%
Other	0.9	Summer 2015	0.9%	0.9%	1.0%	1.0%	1.0%
Work from Home	1.7	Summer 2015	1.9%	1.9%	1.9%	2.0%	2.0%

Table 9.2 – Base and Target Modal Share for Households

Modal share	2015 Resident Travel Survey	Baseline Survey	Target Year 1	Target Year 2	Target Year 3	Target Year 4	Target Year 5
	%	Survey Date	2016	2017	2018	2019	2020
Public Transport	10	Autumn 2015	0.00%	0.00%	0.00%	0.00%	0.00%
Motorcycle	0.0	Autumn 2015	37%	34.5%	32.5%	31%	30%
Car Driver	40	Autumn 2015	0.00%	0.00%	0.00%	0.00%	0.00%
Car Passenger	0.0	Autumn 2015	20.5%	21%	21.5%	21.5%	22%
Cycling	20	Autumn 2015	21%	21.5%	22%	22.5%	23%
Walking	20	Autumn 2015	0.00%	0.00%	0.00%	0.00%	0.00%
Taxi	0.0	Autumn 2015	0.00%	0.00%	0.00%	0.00%	0.00%
Other	0.0	Autumn 2015	10%	10%	10%	10%	10%
Work from Home	10	Autumn 2015	0.00%	0.00%	0.00%	0.00%	0.00%

9.5 The TP will continue to evolve after the first year of occupation in accordance with the objectives set out at the beginning of this document. The main targets are for reducing single occupancy car usage and these will be revised as necessary after that time. The targets for other modes of travel are to provide a guide and may not be exact, as it is not considered to be so relevant, provided the main target for reducing car travel is intended to be met.

Other Targets

9.6 The Travel Plan will also set the following target:

- (i) to achieve an 75 percent awareness rate of the TP within two years of the implementation of the Paintworks Phases I and II TP.

9.7 **Table 9.1 and 9.2** will be updated following each phase of survey results as the Travel Plan implementation progresses over its lifetime, and for setting future modal share targets.

10 IMPLEMENTATION, DISSEMINATION & MONITORING

Implementation

- 10.1 The TPC will be responsible for implementing and managing the TP and to lead the strategy for meeting its objectives and to set up and co-ordinate groups that can dictate or influence the strategies, as a required.

Action Plan

- 10.2 An Action Plan is included in **Appendix C** which illustrates who is responsible for implementing each stage and at what time.

Monitoring Strategy

- 10.3 Communal cycle parking, cycle facilities, motorcycle parking, car parking and car sharing at Paintworks will be monitored by surveys, as appropriate, and residents will be surveyed by questionnaires regarding the communal facilities available in the mixed use area of Paintworks. A mode share, (as percentages and actual figures) we be ascertained for employee households from surveys, every two years (years 1, 3 and 5 of the Travel Plan).
- 10.4 **Table 10.1** indicates the monitoring timescale.

Table 10.1 – Monitoring timescales

	Year 1 Summer 2015 (Baseline)	Year 2 Summer 2016	Year 3 Summer 2017	Year 4 Summer 2018	Year 5 Summer 2019
Snapshot Travel Survey		✓		✓	
Full Travel Survey	✓		✓		✓

- 10.5 Following annual surveys (either by a full travel survey or snapshot travel survey through the West of England Travel West Survey or Survey Monkey, as appropriate), if targets have/have not been met, measures and monitoring would be reviewed at this time and a way forward provided.
- 10.6 Engagement with the tenant companies to promote and publicise the survey will be undertaken through email, social media, on the notice board and the Paintworks website, as appropriate.
- 10.7 The surveys will be based on the baseline survey template, and will collate information on changes in car travel, increases and/or decreases in walking and cycling, will provide feedback on the level of awareness of the Travel Plan, and will also provide data relating to commute journeys, distances and vehicle types.

- 10.8 The surveys will be carried out for a typical working week i.e. outside of school or bank holiday periods.
- 10.9 The TPC will be responsible for the preparation, distribution and promotion of travel questionnaire surveys.
- 10.10 The surveys will comply with the Data Protection Act. Personal data will not be used or disclosed in any manner incompatible with the purpose for which it is collected and the respondents will be informed of the uses of the data. It is likely that residents will be identified as numbers by addresses in any databases.

Full Travel Survey

- 10.11 The Full Travel Survey will be undertaken in the Summer 2017 to understand the travel needs residents and employees at Paintworks Phases I and II and to ascertain:
- (i) where the tenants live/work;
 - (ii) duration/distance of travel to work;
 - (iii) parking habits;
 - (iv) any barriers to particular types of travel;
 - (v) the suitability of existing public transport services;
 - (vi) to plan the most effective additional services;
 - (vii) residents attitude towards sustainable modes of transport;
 - (viii) the suitability of promotion of car sharing facilities, for example the usage of city car club space;
 - (ix) residents attitude to changing their preferred mode of transport if necessary; and
 - (x) cost effective measures to induce a shift from private car usage to other sustainable modes of transport.

Snapshot Travel Surveys

- 10.12 The following will be investigated in the snapshot travel surveys which will be undertaken through the participation in the West of England Travel West Survey every other year:
- (i) address and contact details (optional);
 - (ii) residents workplace information (employer and location);
 - (iii) main mode of travel to travel to work;
 - (iv) how often members of households use different modes to travel;
 - (v) suggestions that would help residents to avoid travelling to work by car;
 - (vi) difficulties experienced or perceived in using non-car modes to access Paintworks.

- 10.13 The results of the surveys will confirm the prevalence of:
- (i) driving alone;
 - (ii) car sharing;
 - (iii) walking;
 - (iv) cycling; and
 - (v) use of public transport.
- 10.14 The TPC will provide progress reports to the Council, which summarise the survey results. The findings of the snapshot travel surveys will form the basis for the formulation and development of further transport initiatives if advantageous.
- 10.15 If some initiatives and measures are found not to be effective, it is possible that they are inappropriate and they may therefore be withdrawn and/or replaced with an alternative.

Reporting Monitoring / Updating the Travel Plan

- 10.16 The Travel Plan will be updated annually following the results of the full travel surveys or snapshot travel survey, as appropriate. This will be produced after the relevant surveys have been carried out, to determine whether the proposed objectives and targets have been met.
- 10.17 The Travel Plan update in years 2 and 4 following the snapshot survey will comprise updating the results section and not a full review of the Travel Plan.
- 10.18 The Travel Plan update following the full survey results will include:
- (i) summary of measures and targets;
 - (ii) monitoring methods used;
 - (iii) findings of monitoring;
 - (iv) overview of facilities;
 - (v) summary and analysis of results including response rate;
 - (vi) future targets/ actions to be taken; and
 - (vii) minutes of the steering group meetings.
- 10.19 Survey results and the updated Travel Plan will be forwarded to the Council, and revised targets and new measures will be discussed with BCC (contact email city.transport@bristol.gov.uk), although the Travel Plan is being prepared and will be implemented on a voluntary basis.

Dissemination of the Travel Surveys

- 10.20 It is essential to maintain interest in the Travel Plan. Once operational, the scheme needs regular new publicity drives to attract interest from new and existing tenants. As a result, tenants will be kept informed of the results of Travel Plan surveys through email (if residents choose to provide details), the noticeboard, and the Paintworks website, as it will keep them actively involved and because it will act as useful promotional material to retain interest in the objectives. Means of publicity are considered earlier in this document.

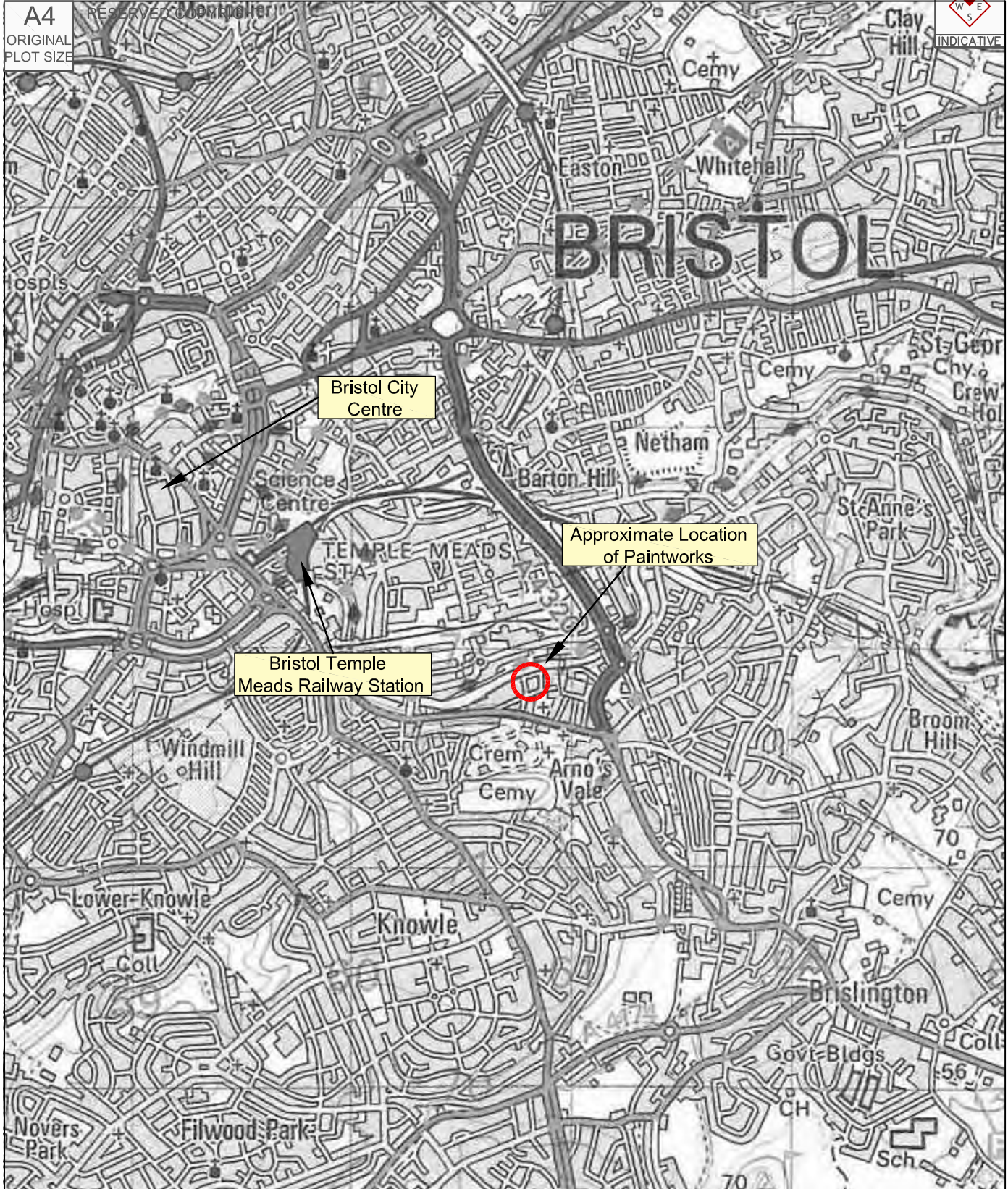
Budget

- 10.21 A budget will be available to the TPC to implement the Travel Plan by Verve. The amount that will be required for the Travel Plan is anticipated to vary year on year based on the surveys undertaken and needs of the Travel Plan. Throughout the Travel Plan, the business case will be reviewed on an annual basis and will be an agenda item at management meetings, as appropriate, to discuss matters. Management will liaise with the TPC prior to meetings to discuss matters and the Travel Plan progression.

FIGURES

A4
ORIGINAL
PLOT SIZE

RESERVED COPYRIGHT



PROJECT:
PAINTWORKS, PHASES 1 & 2

CLIENT:
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TITLE:
Site Location Plan

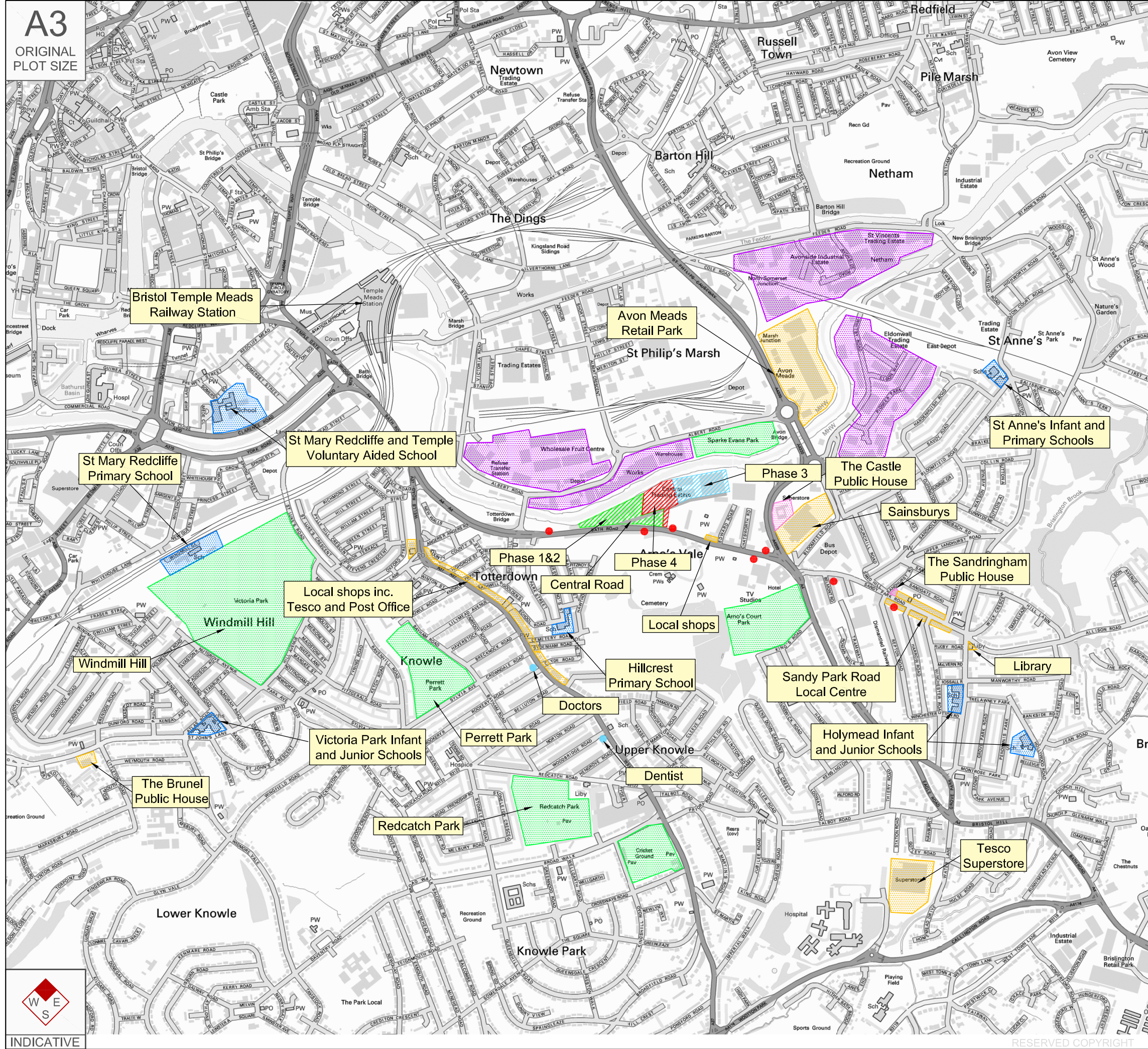
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1:25000	05.09.16	SNM	KSS	CMR	
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- NOTES:
- Phase 1 & 2
 - Phase 3
 - Phase 4
 - Bus stop
 - Education
 - Retail
 - Recreation
 - Leisure
 - Employment
 - Health

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PROJECT:
**PAINTWORKS,
 PHASES 1 & 2**

TITLE:
**Local Facilities and
 Amenities Plan**

STATUS:
INFORMATION

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APPENDIX A

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- Peloton Design
- S & K Fenton t/a Zeke Creative Ltd
- Arthur August & Jan Marie Van Benthem
- Annie Bedford
- Open Communications (Six Five Design Ltd)
- Sublet: Made in Brighton
- Big Blu Ltd - S/L Debut Sports & Leisure
- Liz Igoe- Bright Streams
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- Helen Reed
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- Sublet: The Giggle Group
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- Bush Consultancy
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- 5 Pointz Ltd
- Wolverine Europe Ltd (Merrell)
- We Are DNA Ltd
- Lucy Gabrielle Waldron
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- J C Bellamy & G C Squire
- Victoria and Terry Flower
- Phil John Laws
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- Existem Ltd
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- Russ & Jackson t/a ScaryCat Studios
- Tube Diner Ltd

APPENDIX B

House / unit number _____

Location _____

Question 1 - How do you usually travel to and from work, for the longest part of your usual journey to work?

Mode	Answer (tick)
Car driver	
Car Passenger – same destination	
Car Passenger – different destination	
Train	
Cycle	
Walk	
Bus	
Motorcycle	
Taxi	
Other	

Question 2 - What is your main reason for choosing that mode?

Reason	Answer (tick)
Quickest	
Lack of Alternative	
Other Commitments	
Cheapest	
Reliability	
Less Stressful	
Habit	
Environmentally Friendly	
Personal Safety	
Other	

Question 3 - Which of the following modes of travel would you consider using for your journey to and from work, if they were available?

Mode	Answer (tick)
Car Share	
Public Transport	
Car	
Cycling	
Walking	
None	
Other	

Question 4 - Would any of the following encourage you to choose an alternative on your commute?

Initiative	Tick
The Use of Dedicated Car Share Bays at workplace	
Discounted Public Transport Tickets	
Access to Car Share Website	
Shower and Locker availability at workplace	
Cycle to Work Scheme – Purchase a Bike and Equipment Tax Free up to £1000	
Personalised Information of Travel Options	
Sheltered and CCTV Covered Cycle Parking at workplace	
Nothing	
Other	

Question 5 – Where do you travel to work?

(Postcode) _____

Question 6 - How long does it usually take you to get to work, using your normal mode of travel?

Time Taken	Tick
Up to 30 minutes	
31 – 60 minutes	
61 – 90 minutes	
Over 91 minutes	

Question 7 - How far do you typically travel to work?

Distance Travelled	Tick
Up to a mile	
Between one and five miles	
Over five miles	

Question 8 - Overall, are you happy with your commute to and from work?

Yes	
No	

Question 9: Are you aware that there is a Travel Plan in place at Paintworks?

Yes	
No	

Question 10 – Do you use the Paintworks on-site car club?

Yes	
No	

If yes, for work or leisure?

Work	
Leisure	

Question 11 - Would you like a Personal Travel Plan? i.e. a one to one chat about different travel options available to get to work?

Yes	
No	

Question 12 - Please let us know any further comments you have on your commute

Thank you for your time

Paintworks I&II Employment 2015

Thank you for completing this survey which aims to establish how you travel to work to Paintworks. You will also have the chance to enter into a prize draw to WIN £75 BOCABAR VOUCHERS!

The survey results will feed back to the Paintworks management team to form a new Travel Plan for Paintworks Phases I&II.

The Travel Plan will provide an update to the original plan submitted with the planning application to build Paintworks which promoted sustainable travel (i.e. cycling, walking, public transport and Car Club use). The management team would like to know what you want to see at Paintworks to encourage sustainable travel going forward.

The survey will take around 5 minutes to complete and all answers will remain confidential.

1. Which company do you work for?

Company

Company

Other (please specify)

2. Are you aware that there is a Travel Plan in place at Paintworks?

Yes

No

3. Gender

Male

Female

4. Age

16 - 19

20 - 29

30 - 54

55 or over

5. Home Postcode

6. Are you a Full time or Part Time Employee?

Full Time Employee

Part Time Employee

7. What is your main mode of transport to work?

- Foot
- Bus
- Rail
- Bicycle
- Car, on your own
- Car, as driver, but share with others
- Car, as passenger
- Motorbike
- Work from home

Other (please specify)

8. How long does it usually take you to get to work, using your normal mode of travel?

- Up to 30 minutes
- 31-60 minutes
- Longer than 60 minutes

9. How far do you typically travel to work?

- Up to one mile
- Between 1 and 2 miles
- Between 2 and 5 miles
- Over 5 miles

10. Where do you normally park?

- N/A - I do not drive to work
- Onsite - allocated car parking spaces
- Onsite - unallocated car parking space
- Offsite - on street
- Offsite - car park
- Offsite - private car parking

Please specify where you park offsite (please provide street names or car park names)

11. Do you use the Car Club?

Yes

No

12. What times do you USUALLY arrive at work and depart from work?

	Hours	Mins
Arrive (eg 09.00)	<input type="text"/>	<input type="text"/>
Depart (eg 17.30)	<input type="text"/>	<input type="text"/>

13. If you drive to work, what are your main reasons for doing so?

PLEASE TICK ONLY 2

- | | |
|--|---|
| <input type="checkbox"/> N/A - I do not travel to work by car | <input type="checkbox"/> Lack of an alternative |
| <input type="checkbox"/> Essential to use a car during the working day | <input type="checkbox"/> Cost |
| <input type="checkbox"/> Health reasons | <input type="checkbox"/> Reliability |
| <input type="checkbox"/> Personal security | <input type="checkbox"/> Convenience |

Other (please specify)

14. If you normally drive to work, what alternative modes would you consider using?

PLEASE TICK ONE OR MORE

- | | |
|---|--|
| <input type="checkbox"/> N/A - I do not travel to work by car | <input type="checkbox"/> Car, shared with other(s) |
| <input type="checkbox"/> Foot | <input type="checkbox"/> Motorbike |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Rail |
| <input type="checkbox"/> Bicycle | <input type="checkbox"/> None of the above |

15. What initiatives would encourage you to use the modes of transport identified in Question 14?

- Better information about walking, cycling and public transport e.g. a sustainable travel leaflet specifically for Paintworks
- A notice board in the entrance with sustainable travel information on
- More cycle / motorcycle parking
- A pool bicycle with a secure allocated parking space
- More incentives to use the Car Club for business travel i.e. reduced membership costs
- Having a Bicycle User Group where employees can meet and discuss cycle issues
- Participation of your employer into the Government's tax-free 'Cycle2Work' scheme to purchase a bicycle
- Better / more changing, locker or shower facilities
- Help finding car share partners
- Guaranteed ride home for car sharers when let down by driver due to unforeseen circumstances
- Loan from your employer for a public transport season ticket
- A small monthly cash incentive for those who do not drive to work

Other (please specify) or any other comments

16. If you drive, would an incentive help encourage you to travel by another mode?

- Yes - a monthly walkers / cyclist breakfast
- Yes - cycle / motorcycle mileage costs for business travel
- Yes - a small amount of money to help toward cycle repair costs for regular cyclists
- Yes - a free car wash for those who formally car share with other employees regularly
- No - an incentive would not encourage me to use any other mode except driving
- N/A - I do not drive to work

Other (please specify)

17. Do you have 'smarter working' as part of your working arrangements?

- Yes - Tele/video conferencing facilities are available for use
- Yes - I have a laptop / mobile and work on the train when travelling for business
- Yes - I have the option to work flexible working hours so I do not need to travel at the busiest times
- Yes - I have the option to work a condensed working week so do not need to travel into the office everyday
- Yes - my company uses 'hot desking'
- Yes - I have the option to work at home
- Yes - Other - not listed above
- No - there are no smarter working initiatives in place

18. Would you like a personal travel plan? (a 1-2-1 chat about different travel options available to get to work)

- Yes
- No

19. Do you have any other comments about your travel to work?

20. Optional - Would you like to enter the prize draw to WIN £75 BOCABAR VOUCHERS? Please provide your email address below to be contacted. Your details will not be used for any other purpose.

APPENDIX C



PAINTWORKS

BRISTOL'S CREATIVE QUARTER
www.paintworksbristol.co.uk

green travel plan
transport pack

May 2011

The aim of this travel and transport pack is to minimise the dependence on the private motor vehicle. The result will enhance our environment, reduce our carbon footprint, improve our health and significantly lower levels of noise and pollution.

Buses serving Paintworks

There are bus stops (named Paintworks) directly outside and opposite the entrance served by a number of buses going into and around the city and out to Bath.

1 / 1A (First) - From Broomhill Bus Station to Cribbs Causeway – Journey time 58 mins.

Route: Commonwealth Museum, Victoria Street, Galleries Shopping Centre, Rupert Street, Broad Quay, College Green, Clifton Triangle.

Paintworks, going into town, at 11, 31 and 51 mins past the hour weekdays.

Weekends and Public Holidays at 20 min intervals

57 / 67 (Abus) – Broadmead to Stockwood – Journey time 9 mins.

Route: Stockwood, Temple Meads, Victoria Street, Castle Park, The Horsefair, Nelson Street, Colston Square, Broadmead
Paintworks at 03 and 33 mins past the hour.

349 (First / Abus) Keynsham – Broadmead, via Brislington and Temple Meads - Journey time 12 minutes

Route: Commonwealth Museum, Victoria Street, Baldwin Street, Union Street.

Service every 20 mins during the day. Hourly in the evening.
No Sunday service.

558 / 559 (South Gloucestershire Bus & Coach)

Brislington-Knowle – hourly week days only.

678 (First) – To Broadmead – Sunday and Public Holidays only.

N4 (First) – To City Centre – Journey time 8 mins.
Saturday and Sunday only. Hourly.

X39 (First) – Bristol to Bath, via Temple Meads, Brislington, Keynsham, Saltford,

Every 12 minutes during the day. Hourly evenings.

Route: Commonwealth Museum, Victoria Street, Baldwin Street, Bus Station.

More information

First Group

Operates the majority of the city's buses, so for more information about routes, times and ticketing visit www.firstgroup.com 0845 602 0156.

Abus

www.abus.co.uk 0117 977 6126.

South Gloucestershire Bus Co.

www.southgloucestershirebus.co.uk 0117 979 3311

National Express

www.nationalexpress.com 08705 808080.



Rail

Temple meads is just a stress busting, weight reducing 12 minute walk from Paintworks!

From Temple Meads the network provides an extensive service to all major UK destinations. Regular services are provided to local areas including Nailsea and Backwell, Weston-super-Mare, Gloucester, Yate, Avonmouth and Severn Beach, as well as Newport and Cardiff in South Wales.

National Rail Enquiries www.nationalrail.co.uk

Telephone: 08457 48 49 50

First Great Western www.firstgreatwestern.co.uk

Telephone: 08457 000 125

Virgin Trains www.virgintrains.co.uk

Telephone: 08457 789 1234

South West Trains www.southwesttrains.co.uk 0845 6000 650

Park and Ride

Park and Ride reduces the number of cars entering the city helping to reduce pollution and congestion.

Bristol City Council supports three Park and Ride services, one of which, the 904, runs from Brislington along the Bath Road passing Paintworks and stopping at Temple Meads before carrying on into Old Market, Broadmead and the Centre.

The service operates from Monday to Friday between 06.45 and 19.09 weekdays and between 07.40 and 18.55 on Saturdays. The journey time into the centre of Bristol is around 20 minutes and buses operate approximately every 10 minutes.

Fares are return only: Monday-Friday before 10am - £3 / after 10am £2.50 / Saturday £2.

Season tickets are available offering great discounts.

Car parking at the bus station is free provided you pay for the bus service.

www.bristol.gov.uk 0117 922 2910



City Car Club

Hassle free, economical and good for the environment!

There's a brand new, silver Vauxhall Corsa City Car Club car parked at Paintworks for your use

By reducing car ownership, joining a car club is the greener way to drive.

- It is estimated that every City Car takes six private cars off the road.
- Anyone with a valid driving licence (including non-UK) can apply.
- All the benefits of carefree driving for less than £5 an hour.
- Cheaper and less hassle to manage than pool cars or employees' private cars.

Membership is easy and cheap – especially when measured against the cost of garage bills, road tax, insurance, fuel bills, depreciation etc!

Visit www.citycarclub.co.uk or call 0845 330 1234.

Journey sharing to Paintworks

Is anyone going your way? Five simple steps to car sharing...

- Sign up online
- Register your journey
- Verifying your registration
- Find your perfect car share partner
- Start sharing!

www.2carshare.com





Walking around Paintworks

Fit exercise into your daily routine by walking to work, all or part of your journey

At present the Council are working to join up and extend the riverside walkways, going to and beyond Paintworks. They are aware of the under publicised public amenities and open spaces around this area and will be producing a walking and cycling path map for our specific area shortly.

You're not stuck in the city at Paintworks so enjoy the fresh air. Paintworks is a twelve acre site, occupying half a mile of river frontage and there are some beautiful and peaceful walks to be had just outside the gates. Historic Arnos Vale cemetery with its intriguing grave stones, and plethora of beautiful plants, trees and wild life forms the boundary on one side, with the footbridge to Sparke Evans Park and the Avon Walkway on the other.

From Paintworks to Temple Meads is a comfortable 12 minute walk and from there into the centre of the city, the harbour, College Green and Park Street is about the same again. Walk there – catch the bus back...

- 30 minutes of daily walking can significantly reduce the risk of heart disease and improves circulation
- It's a good way to meet people and make new friends and business contacts
- You'll feel healthier, happier and virtuous
- It's free!

Taxis

Not such a luxury as it sounds - especially when you share

These taxi companies are local and have been serving Paintworks since the beginning:

Yellow Cab Company

36 Bedminster Parade - 0117 923 1515

Mike's Private Hire Taxi Company

36 Tynning Road, Bedminster - 0117 966 6800

Bristol South Taxis

80 West Street, Bedminster - 0117 940 9000

TaxiBUDI can help you find others travelling the same way so you can share a taxi. It can be used for regular trips such as the daily commute to work as well as occasional trips like going out at night or to the airport.

www.taxibudi.com



Cycling

Quicker round town, cheaper than the bus, healthy and non-polluting.



Ample secure cycle spaces are available at Paintworks. Covered spaces, male and female showers and changing facilities are incorporated as part of the Phase 2 works and will be ready by the end of 2008.

There is a quiet and pleasant cycle route from Temple Quay almost all the way to Paintworks. This route also connects to the scenic 13 mile Bristol & Bath Railway Path and links with the wider national cycle network running from South Wales to London.

Cycle routes and maps are available for download from www.bristol.gov.uk. Visit 'Transport & Streets' then 'Cycling'.

Lifecycle UK

Maps of all areas and routes around Bristol and the UK generally can be ordered from Lifecycle UK.

Visit www.lifecycleuk.org.uk or telephone 0117 929 0440.

Not confident about riding in traffic? Ask Lifecycle UK about their one to one adult cycle training. £25 per session.

Cyclescheme

Big savings on a bike and cycling equipment for work through your employer.

- Pay monthly and save VAT, Income tax and National Insurance.
- Get any make and model from your local shop

www.cyclescheme.co.uk

Pembury Cycles offer 10% discount to all Paintworkers

Stores at The Junction, Hartcliffe Way and at 10 Gloucester Road. 10% discount on all bikes, parts and cycling equipment. (This discount cannot be made available if purchasing through Cyclescheme).

Contact Linda and Paul Miller www.pemburycycles.co.uk

BikeBUDI

The BikeBUDI scheme is simple and free. It matches individuals with others cycling the same way so they can ride together. This idea helps current cyclists to find a BikeBUDI but also encourages individuals who may be concerned about cycling to give it a go. Visit www.bikebudi.com for details.

Secure cycle parking, lockers and showers are available in central Bristol on a daily hire basis:

Mud Dock Cycleworks & Bike Shed,

The Grove near Queen Square.

Hire charges per day - £2 / £4 to include shower.

Open weekdays 8am – 6.30pm / Saturdays 8.30 – 6pm.

www.mud-dock.co.uk 0117 929 2151

Blackboy Cycles

Bikes for hire at £10 per day/ reductions by the week.

www.blackboycycles.co.uk 0117 973 1420

Other information and resources

Ride Club

Fully guided, supported and including bike, helmet, provisions and much more. Also weekend day trips for everyone - beginner or top-end cyclist.

www.carefreecyclingtours.co.uk 0845 899 0289

Chooseday.org

Chooseday is an initiative that invites people across the Bristol region to reimagine their transport one day at a time. It begins with the challenge that every Tuesday we 'choose' to leave our cars at home and experience what a day without cars feels like. www.chooseday.org

Sustrans

The UK's leading sustainable transport charity.

www.sustrans.org.uk 0845 113 00 65

Last and definitely least...

Cars and parking at Paintworks

There are only a limited number of car parking spaces available at Paintworks. The majority of those are allocated at a ratio of 1 per 1,000 sq ft and purchased by the occupants either living or working there.

25 visitors parking spaces are available and these are strictly for the prescribed use – short term visitors to the businesses or inhabitants of Paintworks. In the evening visitors parking spaces are available to customers of Bocabar. Disabled parking represents 5% of total visitors car parking spaces.

Until the final phase of Paintworks is under construction, there is also limited overflow parking at the far end of the estate beyond the exit road. This is for use only with prior agreement with Verve Properties.



— Cycle path
— Quieter roads



Download this map at www.bristol.gov.uk

Contact Details

If you require any further information please contact:

Natalie Franco, Verve Events Ltd, The Airstream,
Main Courtyard, Paintworks, Bath Road, Bristol BS4 3EH.
Telephone 0117 971 4320 natalie@paintworksbristol.co.uk

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