

**SOUTH GLOUCESTERSHIRE CORE STRATEGY INCORPORATING POST  
SUBMISSIONS CHANGES (PSC) SUBMISSION ON BEHALF OF BUSINESS WEST**

**1. Is the strategy based on a sound and rigorous assessment of the transport needs of South Gloucestershire?**

BW does have some concerns regarding the objective to maximise sustainable transport potential particularly between Severnside and the North Fringe. Its concerns are threefold:

- (i) There is inadequate provision for strategic transport infrastructure to cater for the increase in movement between the North Fringe and Severnside/Avonmouth as development proceeds.

Policy CS7 outlines the strategic transport infrastructure to be delivered to 2026. It seems as though the only form of movement provided for across the M5 is the protection of the Hallen line railway link for passenger travel. BW believes it is very important to look for other forms of public and private transportation links across the M5.

In order to ensure that the transport strategy is sound and based on rigorous assessment of the transport needs both now and in the future, proposals will be needed to address the increased demand for road travel routes across the M5. It is also important to ensure that connecting public transport services are improved in order to provide a sustainable transport infrastructure plan that links the east west movement between Avonmouth, Severnside and the North Fringe. This is an important omission from the PSC

It is therefore important to provide for strategic transport infrastructure corridors that allow for connections between the North Fringe and Avonmouth/Severnside. If not done now, opportunities to provide strategic transport infrastructure may be permanently lost. Policies CS7 and CS26 should be expanded to include a commitment to prepare a duly considered, joined-up strategic transport plan that links Avonmouth/Severnside and the North Fringe. The developed strategy should be prepared in time to be co-ordinated with the Masterplans developed for the new communities, and should be included within the Local Development Framework. Given the importance of the passenger rail component and the potential consequences for increased traffic on the motorway network if a

strategy is not developed, Network Rail and the Highways Agency should be

invited to work with Council in preparing this strategy.

- (ii) There is a vital need to provide for a junction on the M49 junction sooner rather than later. BW supports the reference at paragraph 7 12 that the Council will continue to identify funding and lobby central government's Highways Agency to deliver a junction on the M49 to enable further employment development at Severnside/Avonmouth. However the ASODS sets out a number of funding mechanisms and the PSC should identify and support the funding vehicles in order to inject investment in the near future.
- (iii) As identified in our representations on the Spatial Strategy, BW believes that a significant role in reshaping the "northern arc" is to ensure that opportunities are maximised at Filton airfield for job creation and employment uses. Even more fundamentally, however, there must be an east west transport corridor across the airfield so that transport links to the wider area are provided. We note that the current thinking is to provide only secondary routes through the area which will not be sufficient to provide the linkages needed for sustainable growth in jobs and housing across the northern arc.

**2. Has sufficient regard been had to the impact of future development strategies of neighbouring authorities on levels of congestion and movement?**

The ASODS makes it very clear that there are significant sub-regional opportunities to the development of Avonmouth/Severnside. It is appreciated that this document has only recently been produced, however its findings and recommendations do need to be taken into account. The prospect for increased jobs in this area will be challenged by inadequate movement options particularly on the local network.

**3. Is sufficient priority given to public transport movements to reduce reliance on the car?**

Business West is supportive of all the public transport proposals in CS7 and CS8. It seems as if there are no proposals under PSC to address the increase in demand for road travel along routes across the M5 and it appears that there are no proposals to enhance connecting public transport services to reduce the demand for car travel. There are also no policies that would mitigate the impact of development traffic on the rural settlement such as Easter Compton to deal with the increase and use of

unsuitable roads.

**4. Is the delivery of transport initiatives in policy CS7 realistic in view of economic uncertainties?**

It is important that a transport infrastructure strategy is pursued which follows the "northern arc" corridors. There are strategic connections between the North Fringe and Avonmouth/Sevenside which need to be examined and solutions identified as part of a comprehensive and joined up strategy. CS26 needs to be expanded to include a commitment to prepare a duly considered joined up strategic transport plan that links Avonmouth/Sevenside and North Fringe.

In terms of whether the transport initiatives are realistic in view of the economic uncertainties, BW takes the view that the formation of the Local Enterprise Partnership in the West of England has acted as a catalyst to attract grant funding for major transport infrastructure development. The PSC therefore needs to have a firmer policy on supporting all forms of grant funding as set out in the ASODS document. Far from being an inappropriate period in economic history to undertake important decisions on infrastructure, BW believes that the time is right to ensure that we have the best chance possible to obtain funding in order to deliver the sustainable development required across North Fringe Sevenside/Avonmouth.

**5. Will policy CS8 provide an adequate base for improving accessibility in South Gloucestershire?**

No comment.