

South Gloucestershire Core Strategy Examination in Public

Day 6 Wednesday 27 June 2012

**Matter 14: Strategic Transport and Accessibility
Policies CS7 & CS8**

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on behalf of
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MATTER 14 STRATEGIC TRANSPORT AND ACCESSIBILITY – POLICIES CS7 & CS8

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

- 1.1 Largely we think it is. However, we are concerned at the limited extent to which the transport strategy addresses east/west movement between the growth areas of the North Fringe and Avonmouth/Sevenside.
- 1.2 Large parts of the employment areas of north Avonmouth and Sevenside are, for normal commuting purposes, inaccessible by public transport from most of Bristol and particularly from the North Fringe. Consequently, access is dominated by car travel, adding to flows on the local road and motorway network. As development proceeds at Avonmouth/Sevenside and in the Cribbs/Patchway New Neighbourhood this will be exacerbated if the Core Strategy does not set a context to facilitate this east/west movement without driving a car. Yet the Core Strategy deals with Sevenside and the North Fringe as separate entities and does not strategically address movement between them.
- 1.3 This lack of strategy can be seen in Figure 3 of the Core Strategy, where the sole indication of any initiatives to enhance public transport is the dotted purple line representing the reintroduction of a passenger rail service on the Hallen line. However, this proposition is not reflected in the text and policies, which only include a lukewarm commitment to further examine a proposed passenger rail service between Henbury and Temple Meads.
- 1.4 The issue can and should be addressed further as part of the transport master plan stage for Cribbs/Patchway New Neighbourhood but it needs appropriate acknowledgement in the Core Strategy to ensure that the studies required to develop proposals are undertaken and properly examined in the early years of the Plan period. This process will then identify any further infrastructure requirements so that transport corridors can be safeguarded and delivered within the Plan period.
- 1.5 We suggest that paragraph 7.6 of the Core Strategy should be amended to include the following as a third bullet point:
- **“New bus services connecting the Cribbs/Patchway New Neighbourhood to Sevenside and Avonmouth.”**
- 1.6 We also suggest that paragraph 7.12 of the Core Strategy should be amended to read as follows:
- “The Council recognises the need to improve transport links to employment and development at Sevenside and Avonmouth and the need to improve inter-connectivity between these areas and the North Fringe. Therefore, the Council will:**
- **continue to identify funding and lobby central government and the Highways Agency to deliver a junction on the M49;**
 - **further examine the potential to reintroduce a passenger rail service on the Hallen line between the proposed new station at Henbury and Avonmouth, continue to identify funding sources and lobby central government to secure its delivery;**
 - **promote the introduction of new bus services connecting the North Fringe to Sevenside and Avonmouth; and**
 - **examine the requirements for road improvements between the North Fringe and Avonmouth/Sevenside to mitigate the impact of development traffic on local roads and the strategic motorway network.”**

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

2.1 We are concerned about the impact of development at Avonmouth (in Bristol) on movement between that area and new houses in the Cribbs/Patchway New Neighbourhood and the wider North Fringe. It would be preferable to cater for this movement without adding traffic to the M5 corridor, which is already overloaded at peak times. This may require use of interconnecting routes, such as the Hallen freight rail line for passenger services, and improvement of other cross-motorway infrastructure.

2.2 We have suggested suitable amendments in our response to question 1 above.

3 Is sufficient priority given to public transport improvements to reduce reliance on the car?

3.1 No. The measures in CS7 are broadly supported but additional bus services are proposed in the Council's recent supporting modelling work to connect the North Fringe to Avonmouth/Sevenside but these are not included in policy CS7 and need adding. We have suggested an amendment to paragraph 7.6 in our response to question 1 to address this concern.

3.2 Reintroduction of passenger rail services between Henbury and Avonmouth should be recognised in the text of the Core Strategy as a measure for further examination, in the same way that support is stated for a link from the A4174 at Emersons Green to the M4. We have suggested an amendment to paragraph 7.12 in our response to question 1 to address this concern.

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

4.1 Current economic circumstances should not be an overriding influence in making a Plan that looks ahead to 2026.

4.2 That said, the transport initiatives in CS7, including the Cribbs/Patchway New Neighbourhood Package set out at paragraph 7.6 are considered to be practical and most of the major schemes enjoy central government support, so there is good reason to believe that they will be delivered within the Plan period.

4.3 With the exception of reintroducing passenger rail services on the Hallen Line/ Henbury Loop, for which contributions are to be sought and are considered reasonable in principle, other schemes in the Cribbs/Patchway New Neighbourhood Package are expected to be funded by development contributions.

5 Will policy CS8 provide an adequate basis for improving accessibility in South Gloucestershire?

5.1 Yes, although see answer to question 6.

6 What evidence is available to justify the 50% limit on garage spaces contributing to parking provision in major residential schemes?

6.1 One of the things that attracted Skanska Residential to enter into joint venture with Deeley Freed to bring forward the land west of the A4018 for development was the exceptional accessibility of the site by public transport. The site already benefits from 13 buses per hour in each direction passing along the A4018 connecting to Bristol city centre, the retail area at Cribbs Causeway and destinations beyond – and by walking and cycling to the retail and leisure opportunities elsewhere in Cribbs Causeway and the wider North Fringe.

6.2 These features of the site provide an excellent platform to help Skanska maintain its position as one of the top five in the Sunday Times "Best Green Company" Awards, an award that Skanska won last year.

- 6.3 This provides context to Skanska and Deeley Freed's approach to development at Cribbs Causeway, where they have no interest in excessive provision of car parking.
- 6.4 However, this stipulation is too detailed for the Core Strategy. It should be deleted and, if substantiated by future analysis, left for consideration as part of the emerging Car Parking Standards SPD.
- 7 Should the policy make clear how car parking will be addressed?**
- 7.1 Yes, by reference to the Car Parking Standards document that is being prepared.