

**SOUTH GLOUCESTERSHIRE CORE STRATEGY DPD EXAMINATION
MATTER 14 – STRATEGIC TRANSPORT AND ACCESSIBILITY
WEDNESDAY, 27TH JUNE 2012**

**HERON LAND DEVELOPMENTS LIMITED
ID 2880673**

These representations have been prepared by Halcrow Group Limited on behalf of our client, Heron Land Developments Limited in relation to Matter 14 of the Examination of the South Gloucestershire Core Strategy, to be held on 27th June 2012. These matters relate to Strategic Transport and Accessibility.

Halcrow has been advising Heron on transport matters in North Yate since 1998. This advice has centred on the provision of a major new mixed use development, now termed the North Yate New Neighbourhood.

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

1.1 Yes. The Infrastructure Development Plan Transport Evidence Base appears sound and comprehensive.

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

2.1 No comment.

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

3.1 Yes. The Core Strategy promotes an approach which seeks to improve accessibility by means other than the private car. Within this strategy, public transport is given a high priority, allied to complementary interventions to promote walking and cycling.

3.2 The public transport improvements envisaged are a combination of:

- significant new schemes to make a step change in public transport provision in the area (eg completion of the Greater Bristol Bus Network, construction of a Rapid Transit network, and the Greater Bristol Metro Project); and

- incremental improvement of existing public transport services.

3.3 This dual approach is welcomed. Whilst it recognises the benefits which can result from significant investment to provide a step-change in new public transport infrastructure, it also recognises the vital role which the existing bus and rail services play in serving the needs of the area.

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

4.1 Yes. Although there is significant pressure on public sector monies, the Council, working closely with the other three local authorities in the Greater Bristol area, has been very active in submitting bids to Central Government (the Department for Transport), and successful in receiving funding, for a number of major public transport schemes in the area.

4.2 Although schemes such as Rapid Transit and the Greater Bristol Metro are to be funded primarily through Central Government, major developments such as the North Yate New Neighbourhood can make a contribution to the strategy by the provision of part funding. By way of example, the North Yate New Neighbourhood will make a contribution towards improved rail infrastructure at Yate railway station.

4.3 In contrast, schemes 4-7 in CS7 will be funded primarily through the major developments being promoted by the private sector. Specifically, the North Yate New Neighbourhood has a major role to play in funding the Yate/Chipping Sodbury Package. Whilst the detail is to be agreed with South Gloucestershire Council through the planning process, it is expected the North Yate New Neighbourhood will provide funding to:

- Extend the existing local bus service to serve the NYNN, with a phased financial contribution to ensure a suitable service is achieved
- Reintroduce direct bus links to Yate railway station for residents and employees within the NYNN and existing residents within North Yate
- Increase the frequency of existing bus services that will be diverted to serve the NYNN, some going on to connect with Bristol, The Mall and Emersons Green
- Complement and improve the cyclist and pedestrian network within Yate
- Improve Yate rail station
- Increase the capacity of key highway junctions in North Yate

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

5.1 Yes. CS8 provides a set of sensible principles to guide the composition and location of development within South Gloucestershire. It is encouraging to see priority being given to developments which encourage the use of modes other than the private car, and the promotion of mixed use developments in appropriate locations.

5.2 These general principles have guided the proposed form of the North Yate New Neighbourhood. Specifically:

- The nature of the mixed use development, reinforced by appropriate travel plans, will minimise the need to travel and encourage local trips to be made on foot or by cycle
- Improvements to the local walk, cycle and bus networks will encourage the use of sustainable modes for travel within Yate
- Improvements and contributions to the rail and bus services will encourage the use of public transport for longer journeys
- Appropriate highway improvement measures will be implemented to deal with any residual traffic impacts caused by trips which need to be made by car

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

6.1 No comment.

7 Should the policy make clear how car parking will be addressed?

7.1 No comment.

Halcrow Group Limited
May 2012