

Response to South Gloucester Core Strategy Main Issues and Matters
Rep No.: 3554817
Matter 14/Strategic Transport and Accessibility/27 June 2012

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(On behalf of the Henbury and Southmead Neighbourhood Partnership)

MATTER 14 – STRATEGIC TRANSPORT AND ACCESSIBILITY – POLICIES CS7 & CS8

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

Congestion in the surrounding area is already severe at peak times of day. It is likely that the majority of residents in the new housing will travel to work in the north fringe of Bristol, as that is the key employment zone locally. Therefore the pressure on Bristol residents living in the neighbouring wards will be considerable, and this must be taken into account when plans for transport provision are under consideration.

Many of the roads on the edge of the boundary between the two authorities, and in particular on the Bristol side, are relatively minor roads, and are of an inadequate standard to carry the likely volume of traffic. There is no room to increase the width of the roads, and the traffic will then proceed into an increasingly small funnel, causing major congestion issues.

The proposals for a link road to Cribbs Causeway is likely to have a major detrimental impact on retailers and businesses within Bristol and other authorities, in addition. Initially this road through to Cribbs Causeway shopping centre was agreed by an officer in South Gloucestershire CC. Although this has been put on hold we have fears that this proposed road will increase congestion and increase car and haulage use of roads in North Bristol. Local Bristol Councillors weren't aware of this until it had been signed off.

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

Although this has been a regular feature of conversations at meetings between South Gloucestershire councillors and Bristol councillors, as yet there is little evidence of any specific plans for this.

Communities in Henbury/Brentry and Southmead have raised the issue that this development could support re-opening of a circular railway service to reduce car use. Again, more consultation with North Bristol Communities would enrich this Core Strategy and maximise the benefits of public transport opportunities for neighbouring communities.