

**Q1 Is the strategy based on a sound and rigorous assessment of the transport needs of South Gloucestershire?**

- 1.1 Yes, the Joint Local Transport Plan (JLTP3) provides the overarching strategy for improving transport in the West of England which includes South Gloucestershire.
- 1.2 The focus on the delivery of improved public transport options and wider travel choices to reduce reliance on the car and tackle the challenges of congestion is a key objective of JLTP3. This is reflected in the short medium and long term strategy for the West of England which places great emphasis on an integrated package of public transport improvements including the Greater Bristol Bus Network (GBBN) and major scheme delivery to include Bus Rapid Transit and local rail improvements as part of the Greater Bristol Metro Project.
- 1.3 The transport requirements to support the Core Strategy (CS) are set in this context and it is considered that Policies CS7 and CS8 are consistent with the overarching strategy and objectives for transport in JLTP3.

**Q2 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 unable to comment on the detail of discussions and outcomes from the Councils engagement with neighbouring authorities in respect of cumulative transport implications of the CS and other development strategies. However, we can confirm that BAE Systems are committed to delivering essential access infrastructure and transport measures which prioritises alternative travel options to the car in order to support the full delivery of the Filton Airfield site and mitigate any residual impacts arising from the development.

**Q3 Is sufficient priority given to public transport improvements to reduce the reliance on the car?**

- 3.1 Policy CS7 places a strong emphasis on public transport provision as the means to tackling congestion and improving accessibility in South Gloucestershire.
- 3.2 The North Fringe already benefits from a number of high frequency services that provide connections between key employment, retail and education destinations, existing communities and Bristol City Centre. However, service reliability is adversely affected by congestion and traffic delays and current provision for orbital bus services is limited. New highway infrastructure is required to provide improved priority for buses at key congestion hotspots in the transport network and there is scope for improved access to rail and local service provision.
- 3.3 Notwithstanding the above, the on-going programme of investment in the Greater Bristol Bus Network (GBBN) which is expected to be completed in 2012, provides the foundations for improving accessibility and service reliability on key radial bus corridors across the West of England sub-region including the A38 and A4018.
- 3.4 The West of England Authorities has prioritised a programme of Major Schemes that includes the North Fringe to Hengrove Package (NFHP). This forms the key element of the public transport strategy for the CS and is central to the overall strategy aimed at reducing congestion and the reliance on use of the private car. The scheme is supported by Department for Transport (DFT) having achieved programme entry status in late 2011. This gives some comfort that the scheme is feasible and funding is secure subject to the completion of statutory processes which in turn suggests that there is a realistic prospect of delivery by 2017. The NFHP can be integrated with both existing and proposed improvements to the existing bus network and is capable of being adapted to respond to changes in the CS horizon including potential for upgrade to allow for tram based systems. The scheme will provide access to and allow for extensions to the network to serve planned new neighbourhoods including Filton Airfield.

- 3.5 Rail improvements provide a further opportunity to reduce reliance on the car for essential journeys accommodating a proportion of existing and future travel demand. Improvements at Parkway as part of the electrification programme for the Great Western Mainline are due to be completed by 2017 which will provide increased capacity, improved interchange with bus and planned BRT schemes.
- 3.6 The JLTP3 prioritises local rail improvements as part of the Greater Bristol Metro Project with major scheme funding being sought in the next spending review period post 2015/16. This includes increased service frequencies, infrastructure improvement and provision for new stations to support potential passenger rail services on the Henbury loop line including at Filton Airfield.
- 3.7 Filton Airfield is ideally located to make a significant contribution to the public transport choices available to existing and future residents of the North Fringe. The delivery of the site would remove current barriers to north-south and east-west movement. It lies adjacent to the A38 and A4018 enabling access to these principal public transport routes whilst facilitating new radial and orbital routes for bus services which can be integrated with an extension of NFHP rapid transit route into the development. Land at Filton Airfield will be safeguarded within the master plan to support the construction of a new rail station and the re-introduction of passenger services on the Henbury Loop line subject to a satisfactory business case being demonstrated.
- 3.8 In view of the above, it is considered that the wider transport strategy and that associated with Filton Airfield places sufficient priority on public transport options to substantially reduce reliance on the use of the private car and address any residual impacts of development on the transport network.

**Q4 Is the delivery of transport initiatives in Policy CS7 realistic in view of the economic uncertainties?**

- 4.1 The programme of corridor based public transport improvements as part of the GBBN initiative has benefited from on-going investment and is expected to be completed in 2012.
- 4.2 Filton Airfield is ideally placed in relation to the bus network and as part of a mixed use development would be able to provide for new radial and orbital routes to improve public transport accessibility for existing and future residents.
- 4.3 The NFHP major scheme is supported by DFT and achieved programme entry at the end of 2011. This reflects a commitment to provide a funding contribution for the scheme subject to the completion of statutory processes and approvals. Appropriate contributions could be sought from the development which would be reasonably related to the benefits arising from it. Subject to the statutory processes and approvals scheme construction is expected to commence in 2013/14 with completion in 2017.
- 4.4 The proposed extension of the NFHP rapid transit scheme into the CPNN can be delivered on land controlled by BAE Systems and is therefore considered realistic. This will provide a high quality public transport route to and from the development providing readily accessible and frequent services to and from key destinations and communities in the North Fringe for existing and new residents.
- 4.5 Strategic rail improvements including electrification of the Great Western Mainline and associated capacity and facility improvements at Parkway are expected to be delivered by 2017.
- 4.6 The Greater Bristol Metro Project would provide improved service and station facilities and new stations at key locations in the North Fringe including at Filton Airfield. The scheme is

recognised as a priority project for the West of England authorities in the JLTP3 and is expected to form the basis of a major scheme bid in the next spending review period commencing 2015 /16. Phase 1 delivery is targeted by 2018 with Phase 2 delivery by 2023.

- 4.7 Whilst it is arguable that the current major scheme prioritisation and funding processes could cast some uncertainty over the delivery of the scheme, the current Government is seeking to devolve funding to local transport bodies which would be responsible for programming the delivery of local major scheme priorities in the period post 2015. The West of England including the LEP would be expected to have a key role in such an arrangement with investment in transport infrastructure focussed on schemes that will support economic growth.
- 4.8 In this context there is a reasonable prospect of funding streams being made available such that over the horizon of the CS plan period, there is potential for this scheme and or possible alternative initiatives to be brought forward to support planned growth.
- 4.9 Notwithstanding the above, BAE Systems Ltd is able to confirm its commitment to safeguarding land within the development area to enable the construction of a new rail station to support the potential re-introduction of passenger rail services on the Henbury Loop line.
- 4.10 In view of the above, BAE Systems considers that there is a realistic prospect of the transport initiatives in Policy CS7 or indeed alternative initiatives being delivered with equivalent transport benefits such that the delivery of development at Filton Airfield would not be prejudiced in the plan period.

**Q5 Will Policy CS8 provide an adequate basis for improving accessibility in South Gloucestershire?**

- 5.1 The focus of transport initiatives in policy CS8 is considered consistent with the wider strategic goals and objectives of JLTP3 aimed at reducing carbon emissions, supporting economic growth, promoting accessibility and improved quality of life and the environment. The policy recognises the important role that development has in both promoting and delivering a range of travel options including walking, cycling, public transport, travel planning and behavioural change initiatives to improve local accessibility by means other than the car and create the foundations for sustainable communities.

**Q6 What evidence is available to justify the 50% limit on garage spaces contributing to parking provision in major residential schemes?**

- 6.1 No comment.

**Q7 Should the policy make clear how car parking will be addressed?**

- 7.1 No comment.