

Further Main modifications Morton Way Thornbury and Appeal 23 April 2013.

I would like to make reference to an extract from the Matthew Grist Proof of Evidence 25.03.13

“3.13 In order to improve this very good existing level of bus service even further Bloor Homes will contribute £367,500 towards additional bus service improvements that will offer an even better level of bus service between the site and key employment, retail and leisure destinations.

3.14 It has been agreed with South Gloucestershire that in combination with public transport contributions secured from the Park Farm development this contribution will be used to increase the frequency of the Service 309/310 from 30 minutes to 20 minutes.

3.15 In addition a new 30 minute frequency Bristol bound bus service will be provided during the peak hours along the site frontage on Morton Way. This will enable residents who commute to Bristol to catch a bus right outside of the site and make bus travel even more attractive. This commuter based service will be an important addition to the already very good level of bus service in the area.

3.16 The bus contribution will also fund high quality Real Time Information bus stops and shelters on the site frontage so that residents will know exactly when buses are arriving.”

I would suggest the following:

3.14 – there is no mention of the build up of traffic along the A38 from Thornbury to all the developments north of Bristol at Filton etc plus developments from Thornbury. The important figures are the travel times. Table 1 on page 5 gives existing travel times not predicted one post developments. There is no point in having a bus every 20 mins if the journey time is extended from the already unacceptable one of 75 mins to the city centre. It is only 11.7 miles. I would question the travel time being interpreted as a “good level of bus service”.

3.16 Real time information stops – does this mean a rolling static timetable or actual arrival times? Again this doesn’t help the commuter if the journey times are long meaning that a shorter car journey is undertaken. This is less sustainable as referenced in the Sustainability Appraisal report 4.4 and the objective to reduce car journeys is not achieved. (p 54 of S Glos revised Sustainability Appraisal report March 2013)

No mention of bus lanes which would may bring about an acceptable commuting time. Using this criteria, is the development “sustainable”?

3.11 Number of jobs – these figures need constant updating. The government is predicting more public expenditure cuts which does mean job cuts and these are not mentioned. Surely it is the number of vacancies from these employers which are significant in sustainability terms? Where are the jobs in Thornbury in the future to make the developments sustainable?

It is said that the use of a rail line is not cost effective. What is the projection for traffic on the A38 from Thornbury to Bristol (one of the UK’s most traffic congested cities) post all the North Bristol fringe developments? Other rail stations are being considered for reopening/opening ie Portishead and Stonehouse – why not Tytherington/Thornbury? The mayor of Bristol is considering tram services to ease congestion which is another option for Thornbury. I would suggest more strategic thinking in co-operation with all the councils around Bristol is needed to help these communities have a sustainable future.

I may wish to comment further.

Di Aldrich