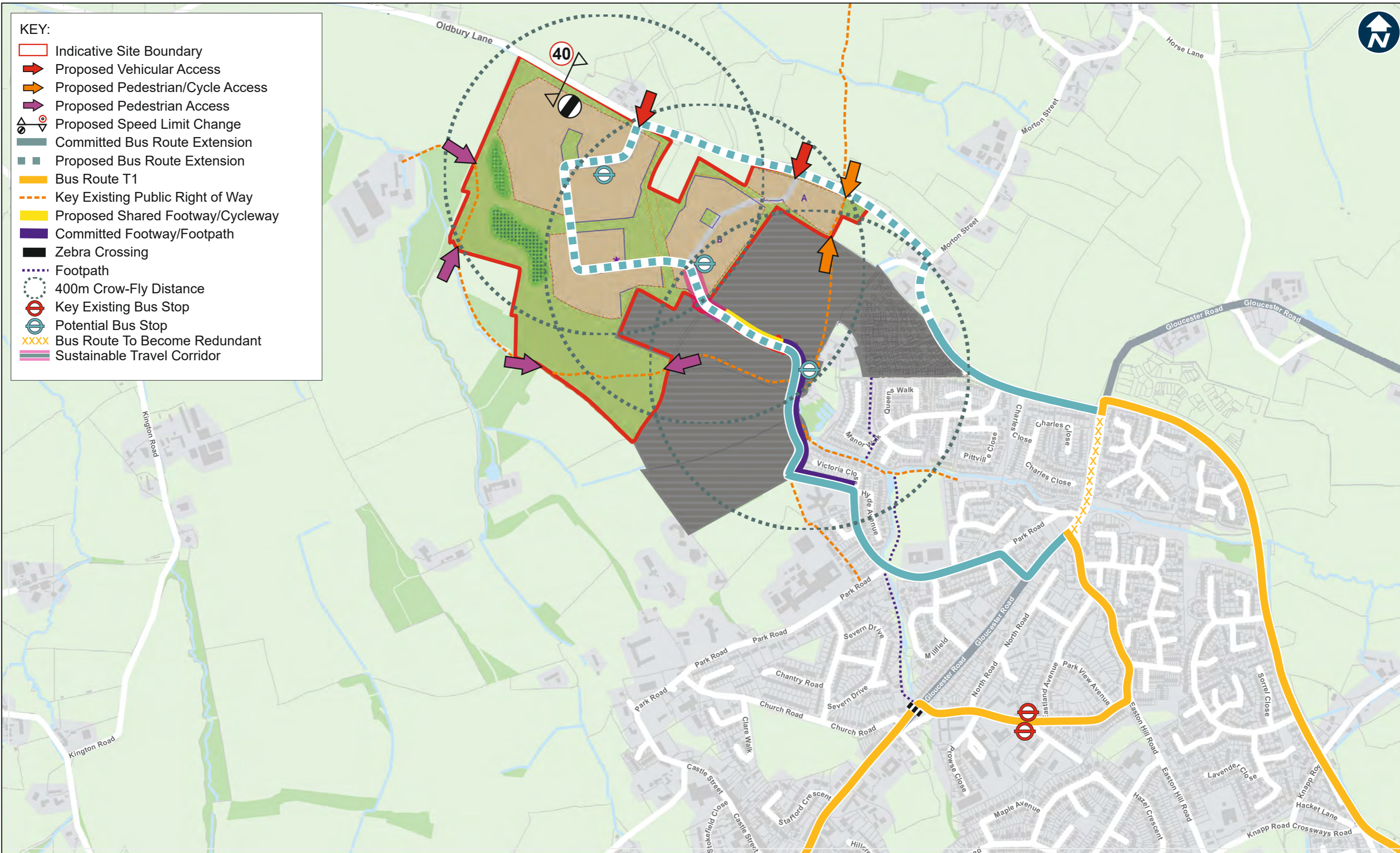


- KEY:**
- Indicative Site Boundary
 - ➔ Proposed Vehicular Access
 - ➔ Proposed Pedestrian/Cycle Access
 - ➔ Proposed Pedestrian Access
 - ⚠ Proposed Speed Limit Change
 - Committed Bus Route Extension
 - Proposed Bus Route Extension
 - Bus Route T1
 - Key Existing Public Right of Way
 - Proposed Shared Footway/Cycleway
 - Committed Footway/Footpath
 - Zebra Crossing
 - Footpath
 - 400m Crow-Fly Distance
 - Key Existing Bus Stop
 - Potential Bus Stop
 - XXXX Bus Route To Become Redundant
 - Sustainable Travel Corridor



LAND WEST OF PARK FARM, BUTT LANE, THORNBURY, BRISTOL, SOUTH GLOUCESTERSHIRE

STATEMENT COVERING TRANSPORTATION AND HIGHWAY MATTERS

PLANNING INSPECTORATE REFERENCE: APP/P0119/W/21/3288019

FIGURE 3.6 ACCESS AND MOVEMENT PROPOSED STRATEGY 1



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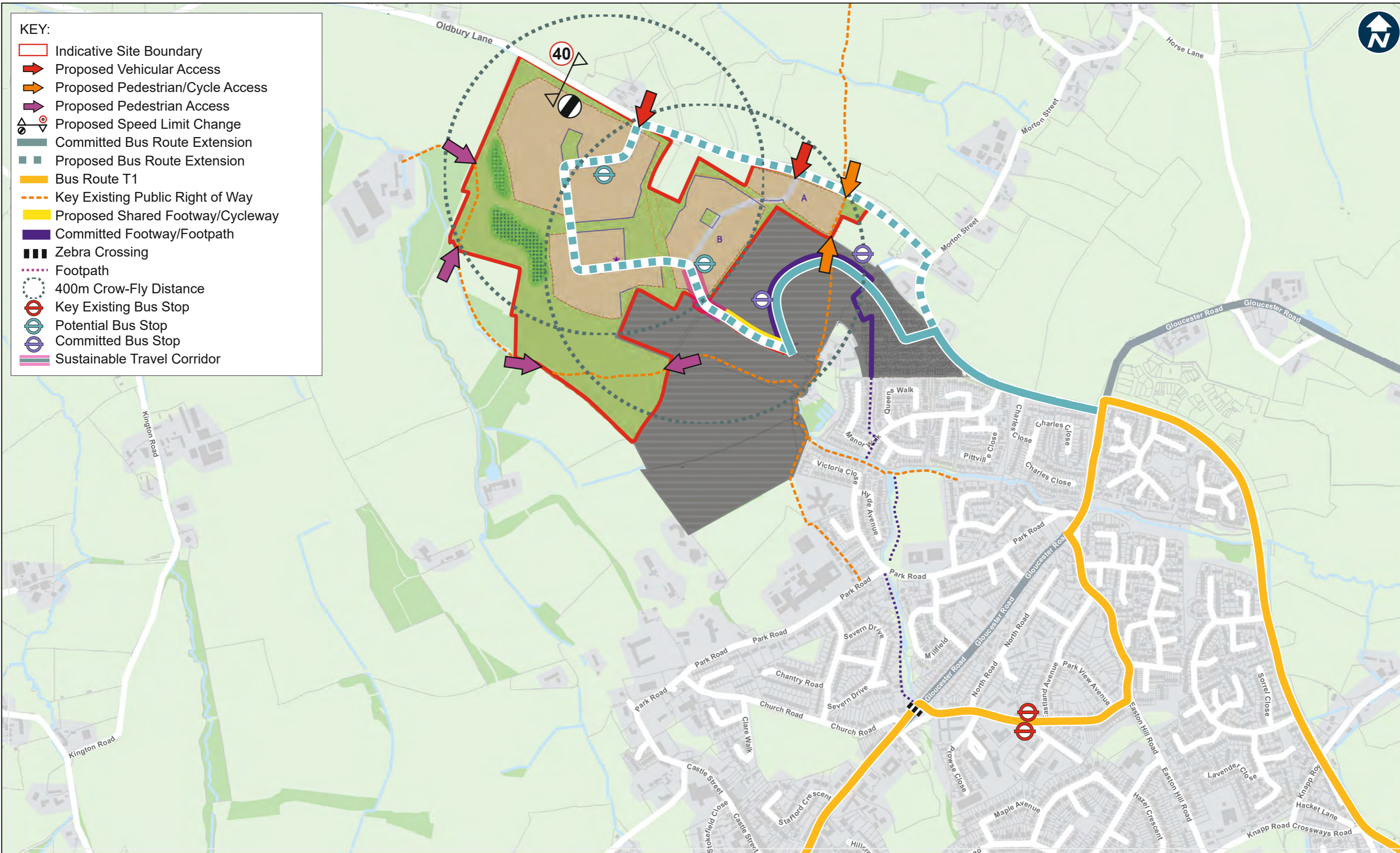
Illustrative masterplan © Barton Wilmore. Drawing number 9600 rev D

Mark	Revision	Drawn	Date	Chkd
A	Updated illustrative masterplan	AA	12.18	SG
A	Updated illustrative masterplan	AA	11.18	SG
A	Changed ped/cycle access to ped only	AA	10.18	SG
Date	08/06/2018			
Scale	A3 - NTS			
Drawn by	AA			
Checked by	JDS			

FIGURE 3.6

A

- KEY:**
- Indicative Site Boundary
 - Proposed Vehicular Access
 - Proposed Pedestrian/Cycle Access
 - Proposed Pedestrian Access
 - Proposed Speed Limit Change
 - Committed Bus Route Extension
 - Proposed Bus Route Extension
 - Bus Route T1
 - Key Existing Public Right of Way
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 - Committed Footway/Footpath
 - Zebra Crossing
 - Footpath
 - 400m Crow-Fly Distance
 - Key Existing Bus Stop
 - Potential Bus Stop
 - Committed Bus Stop
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LAND WEST OF PARK FARM, BUTT LANE, THORNBURY, BRISTOL, SOUTH GLOUCESTERSHIRE

STATEMENT COVERING TRANSPORTATION AND HIGHWAY MATTERS

PLANNING INSPECTORATE REFERENCE: APP/P0119/W/21/3288019

FIGURE 3.7 ACCESS AND MOVEMENT ALTERNATIVE STRATEGY 2

Mark	Revision	Drawn	Date	Chkd
A	Updated illustrative masterplan	AA	11.18	SG
A	Updated illustrative masterplan	AA	11.18	SG
A	Changed ped/cycle access to ped only; moved bus stop	AA	10.18	SG
Date	25/06/2018			
Scale	A3 - NTS			
Drawn by	AA			
Checked by	JDS			

FIGURE 3.7

A



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Appendix A National Travel Survey 2019 Data

Table NTS0308a
Average number of trips by trip length and main mode: England, from 2002

Select Year:	2019
--------------	------

Main mode	Trips per person per year									Unweighted sample size (trips '000s)
	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 to under 10 miles	10 to under 25 miles	25 to under 50 miles	50 to under 100 miles	100 miles and over	All lengths	
Private:										
Walk1	185	55	10	-	-	0	0	0	250	66
Bicycle	2	5	6	2	1	-	0	0	16	4
Car / van driver	26	66	125	78	62	16	5	3	380	101
Car / van passenger	15	39	66	39	28	7	4	2	200	53
Motorcycle	-	-	1	1	-	-	-	0	2	1
Other private transport2	1	1	2	1	1	1	-	-	7	2
Public:										
Bus in London	1	4	8	4	1	0	0	0	18	4
Other local bus	1	4	16	7	3	-	-	0	32	8
Non-local bus	0	-	0	-	-	-	-	-	-	-
London Underground	-	-	2	6	4	-	0	0	12	2
Surface Rail	0	-	2	4	8	4	2	1	21	5
Taxi / minicab	-	2	5	2	1	-	-	-	11	3
Other public transport3	-	-	1	1	1	-	-	-	3	1
All modes	231	177	242	144	109	29	12	7	953	250

Transport Statement Statistics

- 24 % of all trips are under 1 mile
- 80 % of all trips under 1 mile are on foot.
- 26 % of all walking trips are over 1 mile.
- 4 % of all walking trips are over 2 miles.
- 85 % of all cycle trips over 1 mile.
- 54 % of all cycle trips over 2 miles.
- 81 % of all trips under 1 mile are on foot or cycle
- 60 % of all trips under 2 miles are on foot or cycle

Appendix B Stagecoach Letter

February 16th 2022**By e-mail only:**

Mr N. Thorne
Stantec
10 Queen Square
Bristol
BS1 4NT

Dear Neil,

Land West Of Park Farm Butt Lane Thornbury, BS35 1RA, Public Transport issues**1. Introduction**

I am writing in respect of your client's proposals to South Gloucestershire Council under planning reference PT18/6450/O in respect of, *inter alia* : "Erection of up to 595 dwellings (Use Classes C3), land for a Primary School (Use Class D1), up to 700m2 for a Retail and Community Hub (Use Classes A1, A2, D1), a network of open spaces including parkland, footpaths, allotments, landscaping and areas for informal recreation, new roads, a sustainable travel link (including a bus link)..." on the site referenced above. This is now the subject of an appeal against non-determination ref: APP/P0119/W/21/3288019.

In particular, we are happy to clarify our evaluation of the merits of the scheme. In particular, we comment on the appropriateness, deliverability and effectiveness of the public transport strategy for the proposed development, having regard to the context of the site and what is known by Stagecoach West about the nature of public transport demands in this area.

Stagecoach West is the local operating division of Stagecoach plc which is one of the largest bus operators in the UK. Our business model has always revolved around commercial bus services, that are financially sustainable through revenues accruing directly from public patronage. This being the case, evaluating the relevance and likely effectiveness of bus service enhancements and extensions is at the core of our business practice, and the success of our business to a great extent depends on it. We are an established operator in Thornbury and the wider South Gloucestershire area. Our services are now run from substantial recently-acquired premises within the authority at Patchway. This gives us an excellent operational platform from which to enhance the services we offer in South Gloucestershire, including to Thornbury.

As you, the Local Planning and Highways Authority are aware, Stagecoach has maintained a keen interest in the Thornbury area for some years. Despite the very real damage done to public transport patronage by the ongoing public health crisis and the response of public bodies, we continue to consider that there is real potential to grow the market for bus services from Thornbury and in its wider area, at a rate that exceeds population and economic development growth.

In fact, national policy and the national legally binding trajectory to net zero carbon by 2050, demands that public transport play a much greater role in meeting mobility demands here and across the UK. This conclusion is set out and evidenced in the National Decarbonisation Strategy for Transport published in July 2021.

The ability of the appeal proposals to both achieve a public transport mode share significantly above that typically seen in Thornbury, and help to facilitate a similar outcome for existing parts of the town, including a significant number of recently completed developments, we consider to be a highly relevant matter. Given the national direction of policy travel, as well as the specific requirements in National Planning Policy Framework at Chapter 9, as well as in local adopted policies, we expect this to among the material considerations weighing in the planning balance. As we will outline below we believe that in this case, the public transport aspects of the proposals can be considered to weigh quite positively.

2. The wider context of bus services in Thornbury

South Gloucestershire Council, and more recent West of England Combined Authority transport policy laid out in the Joint Local Transport Plan for the West of England, continues to promote substantial improvements to the level of service for cycling and public transport on the A38 corridor between Thornbury and Almondsbury. Beyond that point, comprehensive bus priority measures already exist to the south, including along Bradley Stoke Way, along the A38 Gloucester Road and on Highwood Road towards Cribbs Causeway, that form part of the branded MetroBus network, but which can also be used by other qualifying bus services under the Statutory Quality Partnership in force under the Transport Act 2000, and from this year, the Statutory Enhanced Partnership that will replace or incorporate this.

SGC is currently engaged in public consultation about the specific bus priority measures they propose along the A38:

<https://consultations.southglos.gov.uk/gf2.ti/-/1358562/123549573.1/PDF/-/3.%20A38%20Alveston%20to%20M5%20J16.pdf>).

This includes:

- Comprehensive and substantial improvements to bus stop infrastructure on all the key bus routes within Thornbury and on the A38 as far as Almondsbury.
- Bus priority southbound on the approaches to all the busiest junctions on the A38 at Church Lane, Hortham Lane and on the approach to the Almondsbury Interchange
- Beyond Almondsbury, further bus priority improvements on Bradley Stoke Way northbound at Patchway Brook, and southbound approaching Savages Wood roundabout, augmenting existing MetroBus infrastructure that is also used by First service T1.

It is anticipated that these measures would be brought forward with WECA funding in the relatively near term.

These interventions would materially assist all bus operators serving this corridor in improving the overall speed and reliability of the bus service offer. It will also allow the relative attractiveness of any service to improve, compared with driving from Thornbury. This would support in turn the development of passenger volumes and help support improved frequencies in this corridor, creating the kind of virtuous cycle necessary to meet national and local policy objectives to reduce reliance on single occupancy vehicles.

As a result, we consider that there are opportunities to improve bus service provision in Thornbury, for example through an additional half-hourly service. This will provide enhanced access to public transport for residents living in Thornbury and particularly those living in the more modern housing areas on the edges of Thornbury, connecting them to Thornbury town centre and key destinations beyond, including the employment and leisure destinations in the northern fringe of Bristol.

3. Unlocking bus penetration west of Gloucester Road

The appeal site represents a further extension of the town west of Gloucester Road.

Substantial suburban development in this area occurred in the past, at Parklands Way and Alexandra Way, and it remains apparent that a distributor road was originally intended to be formed by these. However, for reasons of which we are unaware, these were never connected and they form two cul-de sacs. Historically SGC sought to provide a limited local bus service into Parklands Way, with council funding, and this necessitated a reversing manoeuvre. This is something we perform only in the most exceptional circumstances, given the obviously higher risks attached to this. This low frequency service was part of an intricate town route. Irrespective of the detail the clear inference is that the Council has in the past taken a view that bus provision into this area is sufficiently important to warrant some public support.

The Park Farm development that has recently been completed to the east of the appeal site was intended to provide a means for buses to circulate through the site and in so doing also address the lack of permeability for buses in the wider area presented by the pre-existing situation.

The background and current position with regard to this is set out in paragraph 5.56 of the planning officer's report to the LPAs planning committee dated January 22nd 2022, in which it is recorded that *"Policy CS33 of the South Gloucestershire Core Strategy requires development in North Thornbury to address the need for improved sustainable transport links to the Town Centre via Park Road. These transport links have been secured in association with the Park Farm development in the form of a bus, walking and cycling only link incorporated into any future planning application on the Council owned land currently occupied by the Alexandra Way Residential Care Home or an upgrade of the existing public right of way route to Victoria Close to a walking and cycling link"*.

This was to take the form of a one-way westbound bus-only link between Alexandra Way and the Park Farm spine road - now called Barleyfields - which buses would then traverse south to north, turning right into Butt Lane in order to return to Gloucester Road and then complete a terminal loop. The land required for this link is in the ownership of SGC as Planning and Highways Authority. This intention is also made explicit in the associated conditions and obligations attached to that permission. It is also circumstantially evident in the proposed siting of two bus stops on the Park Farm spine road, on the western side only, and in the provision of a new bus stop on Butt Lane, eastbound, separately provided to serve development at Post Farm, which has no reciprocal equivalent.

Despite Condition 22 of the Park Farm permission (PT11/1442/O), and a developer obligation to provide infrastructure and funding to allow the extension of services 309, 310 and 615 (sic.) into the site by the 400th occupation.

However, we are not aware of any clear programme or if it is even feasible or possible to create this sustainable modes link via one of the two route options identified in Policy CS33. We also note that there is now an apparent dependency on the future removal or redevelopment of the existing care home to deliver at least one of those options.

Providing relevant a public transport offer to serve the western / north west area of Thornbury without detriment to the level of service provided in existing neighbourhoods, is not a trivial matter. Stagecoach believes that an alternative solution to provide the necessary infrastructure for buses is required and this must now be resolved as a priority. Without a link to enable safe and efficient bus routing, no bus service can be expected to enter the Park Farm site. This is matter we have discussed at length with SGC officers, and involved a site meeting in Summer 2019, to establish the technical feasibility and appropriateness of alternative means for one or other of our services to enter Park Farm. This involved a bus entering and exiting from Butt Lane in the north and turning within the site, using a loop involving a shared surface accessway. At this meeting, attended by myself and our Operations Manager, we were quite clear that on a number of grounds, including residential amenity, safety, and the pavement bearing strength of the blockwork surface and its subjection to regular lateral forces for which it was not designed, this turning loop was entirely inappropriate.

The nominal width of Barleyfields at 6m is just sufficient to permit one-way bus operations, but with only one vehicular access designed to be served by buses, without the new Alexandra Way bus link being delivered by SGC, there is no current opportunity that could effectively serve Park Farm.

The appeal proposals present just such an opportunity to provide the infrastructure, including to provide a bus loop, which will resolve the issues that SGC face in being able to deliver bus services to Park Farm and this area of the town. As expressed at paragraph 1.5 of the planning committee report for the appeal site: *“In terms of vehicular access, the (appeal) site is accessed off Oldbury Lane, the site would be served by two points of vehicular access in the form of two new priority vehicle junctions from Oldbury Lane, incorporating right turn lanes that will accommodate buses, provision of street lighting and a reduction in the speed limit to 40mph. A third sustainable link access would be provided via the Park Farm development for walking, cycling and buses only controlled by a bus gate and CCTV measures to be secured via S106 agreement.”*

In the absence of the Alexandra Way link, the only credible means to effect something broadly equivalent to the original public transport strategy for Park Farm is this proposed active travel and bus link across the boundary of the appeal site, into Park Farm. This proposal, which is deliverable by Barwood, involves the widening of Buttercup Road. Buses would enter Park Farm from the appeal site and proceed from west to east to Barleyfields to pick up the length of route along Barleyfields that has always been intended to accommodate a bus route.

As such, this could remedy the failure of the public transport strategy at Park Farm. This is a definite merit of the appeal proposals, especially given the size and location of the Park Farm development, with respect to existing services.

Whilst this would be the preferred and we believe it is a deliverable solution, we are happy to record our view that even if bus movements through Barleyfields could not in practice take place for reasons outside Barwood’s control, the appeal site can still be served quite happily by a regular commercial bus route. This would enter at one of the planned junctions with Oldbury Lane, circulating through the site, and exiting at the other, with little commercial prejudice compared with entering Park Farm. We, or any other operator, would be likely to use one of the stops within the appeal site either a terminal or as a timing point and as such, buses might wait for several minutes. Providing a 2m wide partial pull-in (narrow width layby) to facilitate this would be highly desirable.

Such an arrangement would also provide a bus service to Park Farm, albeit indirectly, and provision to effect walking through from the existing development to facilitate this via the proposed ‘sustainable transport link’ linking the site through Barleyfields would be very important. Most Park Farm plots could be expected to be within about 500m, maximum, of stops within the appeal site.

We would expect the arrangements for bus access and bus stops to be finessed and optimised at Reserved Matters stage. We often directly assist in this process.

We would also stress that there are opportunities to provide new bus stops on Butt Lane in both directions, to serve Post Farm, Parklands Way and Park Farm. With this proposed infrastructure in place, this would maximise and further enhance access to bus services by residents living in the wider west of Thornbury area.

Again, to avoid any doubt, the bus service access arrangements proposed in support of the appeal site offer a degree of flexibility and redundancy that avoid the kinds of problems that have been encountered at Park Farm. While a route directly serving both the appeal site and Park Farm on a single loop is evidently achievable, a solution that does not require buses to penetrate Park Farm is evidently deliverable and would offer most of the same benefits to an operator.

To sum up the discussion above, it is evident that there is no realistically deliverable way to provide a bus service to the existing neighbourhoods west of Gloucester Road in the foreseeable future, without the appeal site coming forward. This does not only include Park Farm, with its 500 dwellings but Post Farm, north of Butt Lane, with 135. The service would also conveniently serve the current David Wilson Homes development west of Gloucester Road.

4. Viability and sustainability of bus route extension to the appeal site

We note the notional bus routing plans that have been prepared by Stantec to support the appeal proposals, and we have had some prior discussion with the client team at the point that the proposals were originally prepared.

We are also aware of some of the comments raised by a number of third parties about these proposed bus routes, summarised in the officer's report to the planning committee.

To start with, it is clear to us that the additional 595-dwelling quantum proposed on the appeal site, with a policy-compliant level of affordable housing, is sufficient to offer a "critical mass" of demand when considered together with existing development on the line of a route extension to the site, that does not currently exist. This fully justifies a view that should the proposals be granted consent, running a regular bus route to this part of Thornbury is likely to be sustainable in the longer term.

5. Potential Alternative Bus Route Options

We note that the Appeal proposals identify one option is the extension of the existing First T1 service and understand this has been agreed in principle with the operator, First Bus. However, this is not the only option available. There are a variety of ways in which we - or indeed any other bus company - could recast our operations such that existing customers are not significantly inconvenienced. It ought to be obvious that it is in our business' interests to ensure that the ultimate pattern of service also presents an attractive and relevant choice to as many existing Thornbury residents as possible.

As just one example of several, it would be relatively straightforward to break the current terminal loop on Stagecoach service 10, north of Oakleaze Road, and extend to the appeal site. Naturally, any such moves would be discussed and agreed with WECA, in line with the Statutory Enhanced Partnership arrangements which will take effect later in 2022, as well as any other obligations we have in respect of that service. It would also be relatively straightforward to double the frequency of service 10 by extending hourly service 11 journeys north of Bristol Parkway station. The existing unspent bus funding from Park Farm would assist the business case for this.

The ultimate service route and pattern would reflect the optimal arrangement having regard to the overall network (including other operators' services) at the time the development was implemented and a suitably early trigger for the provision of the bus route (and if necessary the bus link to and through Park Farm) being reached.

6. Concluding Comments

To summarise the above discussion, Stagecoach can confirm:

- The location and scale of the development is such that it can be considered to represent the "final piece in a jigsaw" that allows a bus service to be effectively offered to this part of Thornbury, given the effect the development has in providing a critical mass of development to anchor a commercially viable service.
- This service would be likely to increase the level of bus service in other parts of the town and to key destinations in the north of Bristol that currently have limited frequencies, if they are directly served at all.
- This would be further supported by initiatives being pursued by SGC and WECA to assist the efficiency, reliability and attractiveness of bus services between Thornbury and Almondsbury on the A38 corridor, a first stage of which is currently subject to consultation. These measures will feed into and synergise with existing comprehensive bus priority south of Almondsbury.
- Notwithstanding the material submitted in support of the application, there would be a number of means to run such a service, by ourselves or another operator, in due course, which would have regard to the most rational and appropriate way to develop the Thornbury network and bus offer in the round. This would be effected with WECA through the pending Enhanced Partnership.
- The access and movement strategy provides three potential points of access to/from the site by bus. This grants a great degree of flexibility. Importantly it could allow a bus service to directly serve the adjoining Park Farm development, on a single loop.
- This would serve to remedy the failure of the Council to deliver the separately consented bus-only link into the Park Farm site. While in many ways, an alternative link from the appeal site would represent the optimal arrangement, it is far from essential to allow the appeal site and the wider area west of Gloucester Road to be served by bus. Whatever the ultimate arrangement, the appeal proposals facilitate the extension of the

bus network in a rational and sustainable manner, in an area where achieving the Council's own policy requirements, including Core Strategy Policy CS33 has been frustrated to date.

Notwithstanding the other material issues which the Inspector will need to consider, we agree with you that these aspects of the proposals clearly ought to carry substantial positive weight in the planning balance.

Yours sincerely



Nick Small

Head of Strategic Development and the Built Environment